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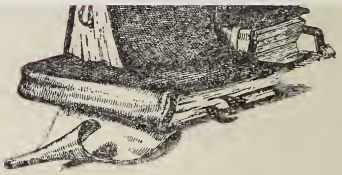

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THE

CANADAS

IN 1841.

BY

SIR RICHARD H. BONNYCASTLE,

LIEUTENANT-COLONEL ROYAL ENGINEERS, AND LIEUTENANT-COLONEL IN THE MILITIA OF UPPER CANADA.

IN TWO VOLUMES.

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CANADA.

CHAPTER I.

NOTTAWASSAGA BAY, AND TRAVELLING IN THE BUSH.

Travelling in the Bush—Invisible Path through the Eternal Forest—The Native Voyageurs—The half-bred Indian—A Night in the Bush—The Luxury of Tea—Fire-fishing—Nuisance of the Sand-flies — Passion for Travelling in Canada—First Impressions of Lake Huron—The Rattlesnake and Puff-adder—The Sea-serpent—An Indian Encampment—Watch-dogs—Indian Sense of Honour—The French Canadians—Canadian Boat Song—Its Real Character as compared with Moore's.

NOTTAWASSAGA BAY is approached from Penetangueshene by a portage, or carrying-place; and, as it may be interesting to the reader at home to know the mode in which travelling in the bush is performed, I shall give an abstract of my route, which was,

however, made under the most favourable circumstances.

The portages are generally through the unbroken forest, and of course are not perfectly straight, as, to avoid swamps, fallen timber, and other obstacles, the path winds considerably from the due compass direction. To a stranger this path is not visible, as it is only to be distinguished from the rest of the forest by small blazes, or belizes, as they are styled, made on the trees, by one chop downwards, at about four feet from the ground, on the back of the tree, which is most frequently a sapling; and as the mark soon loses its fresh colour, and becomes dull, even the Indian eye requires sometimes to be exercised to find it, or the traces of feet on the path itself.

A party from the garrison, consisting of the commandant, Mr. Fielde, of the commissariat, Dr. Nevinson, the staff-surgeon, and myself, set out on the 22nd of July to cross this portage, which is ten miles in

length from the village, and seven at the nearest place, the King's Mills, to which a canoe can be brought. Equipped in shooting-jackets with large pockets, stout shoes and coarse trowsers, (the best dress for a Canadian traveller), we commenced our march; and as all the party, excepting myself, had frequently traversed it before, we did not wait for our guide, or for the *voyageurs* who followed. Two of these bore the canoe, which they place on their shoulders, bottom upwards, with their heads under its cover; and then commencing in a sort of half run, with the knees much bent, they continue for the hour together, winding their way in places where, from the length of the canoe, it is frequently difficult to pass without striking against the trees. But practice makes them so dexterous, that accidents seldom occur. The pace they go at resembles that used by sedan-chairmen, but is quicker. Two others followed the canoemen with a light tent, two blankets, a camp

kettle, axe, and a basket containing provisions for the party for four days.

We made the portage of seven miles in two hours, taking the King's Mills as our second point of departure. I shall never forget the impression which the sudden opening of the expanse of Huron made upon my mind, when, as it were, we burst forth from the fatiguing trammels of the eternal forest.

The opening of the portage being occupied by an Indian encampment, and there being no good water near it, we resolved to proceed south-easterly along the beach, for about a mile, where we found a clear little runnel of ice-cold water tumbling out of the wood; and here we waited until the *voyageurs* came up, which they did in less than a quarter of an hour afterwards, and pitched our tent, when the doctor, with a Mr. Jeffry, an inhabitant of the village, who had provided the *voyageurs*, returned, but, as we afterwards heard, did not reach Pene-

tangueshene until very late at night. In fact, walking in the dusk of a July evening, and with a new moon only, is not very easy in the forest, where the tangled roots and the little stumps of brushwood are obstacles that check the progress at every step.

Travellers in the bush rise with the sun, and couch with the twilight. Our blankets were spread at sun-down, under the tent, on a bed of sapin, the sweet-smelling fir of Canada, whose tender branches are preferred for this purpose, and a very soft and aromatic couch they make.

The Canadians cut several poles, made a triangle to boil the kettle from, and set up a few poles to windward, with some bark laid against them, so as to make a sheltered place, under the lee of which they could sleep, with their feet to the huge fire which burned brightly between their bivouac and the tent.

After partaking of tea, the greatest of

luxuries in the bush, and smoking a pipe or two, we made dispositions for excluding the mosquitoes, by burning green branches under the tent, and closing it whilst we went to see two of the *voyageurs* launch the canoe for the purpose of fire-fishing. This sport is pursued by placing over the bow a bundle of bark, pine-knots full of turpentine, or other combustible wood, and then paddling slowly over the water. One man paddles, whilst the other kneels near the fire, and watching the fish as they rise to scan the strange appearance which attracts them, he, with unerring aim, darts his fish-spear into " the victim of curiosity."

The sight of the canoes fishing by fire light is very beautiful on a dark summer night. Large sparkles are continually falling, and floating like meteors on the placid bosom of the dark lake; whilst the fitful blazing of the fire, the strong reflections on the dark figures in the canoe, and the stream

of pencilled light which follows its wake between the observer and the shore, heighten the truly picturesque scene.

We retired to our pine-branch bed very early, and obtained a little rest; but the mosquitoes and sand-flies were not disposed to sleep themselves, and seemed determined that we should not.

Next morning, we proceeded along the desolate uninhabited shore for many miles, the woods being marshy and almost impervious, and at night we set up our tent at the mouth of the Nottawassaga River, Lake Huron.

A thousand miles are soon passed over in Canada, and its inhabitants think as little of going from Quebec to Huron—from a luxurious city to the desolate wilderness of the west—as we do in England of getting into the London mail, and going to York.

It is surprising that British travellers who come expressly to see Canada, confine their tours to the Falls of Niagara and the St. Lawrence. Nature certainly exhibits

her power and her grandeur on the most extensive scale in the course of that father of floods; but its expansions into the fresh water seas of Superior and Huron, are still more extraordinary, and equally worthy of contemplation.

I remember well the first impression which an opening view of Lake Huron gave me, when travelling in a large canoe manned with eight *voyageurs*, partly French Canadians, partly unmixed Indians. From winding about in dangerous and shallow water, and coasting continually along endless rocky shores, where the eternal forest overhung the waters, we burst at once on an expanse of sky and ocean; the long rolling waves of the continually agitated Huron, heaving our frail bark up and down as a boat is heaved in a sea ground-swell.

Nottawassaga Bay is one of the largest of the numerous indentations of Huron; in fact, it is larger than many of the largest European lakes. Its shores are yet to be inhabited;

for not more than two or three adventurous settlers have penetrated its forests.

I encamped with the commandant of the British post of Penetangueshene, Dr. Ingall, at the mouth of the Nottawassaga River, on the 23rd of June, 1835, in order to examine the estuary, and the site of a former naval establishment, with a view to observe if an artificial harbour could be formed. A more solemn or a more desolate abiding place can scarcely be imagined, as it cannot always be approached from the bay, on account of the terrible violence with which the sea sets in on this long line of shallow and exposed shore. An unhappy wreck had happened just before we were there, and a pole with a board placed on the sands, showed us as we passed, the place where it had occurred.

On the land side all is forest—never ending, dense, and impenetrable—the only certain mode of access being by the river itself, from the interior, or along the sands

and portages. But the river, with its deep black hue, looks more like Acheron than any thing else, and is so encumbered with trees that have been swept into it by storms, that it is with much difficulty navigable in the canoes of the country.

The rattlesnake is said to infest the swamps with which this neighbourhood abounds; and the puff-adder, a small venomous serpent, which has the power of enlarging the skin of the throat when irritated, in a manner similar to that of the deadly cobra-capella, is found on the sands and shores. The water-snake, as elsewhere in the lone Canadian rivers, is also numerous. I saw the latter, and it was very bold, swimming to the shore in spite of our threatenings. But, although sometimes six feet in length, and hideous in appearance, it is, I believe, not dangerous nor venomous. The *voyageurs* who were with me, half-breeds and French Canadians, were much alarmed when we pitched our tents on the sand at the mouth

of the river, at the prospect of the puff-adder visiting them, from the attraction of the blazing fires we were obliged to keep up all night, in order to smoke out the sand-flies, black flies, and mosquitoes, which here reign supreme.

The torment of the little and almost invisible sand-fly is very great; the mosquito is almost intolerable; but the black fly actually bleeds you, and generally chooses to insert his lancet behind the ear, in the most tender and vulnerable part.

The distant land on the right of the mouth of the river is called the Blue Mountains, a lofty ridge which borders the Huron territory, and is the hunting-ground of the Indians in this neighbourhood.

A march of about ten miles from Penetangueshene, the most distant British military post (at present) in Upper Canada, led us by the portage, or Indian carrying-place, across the ridge which divides the Penetangueshene harbour from Nottawassaga

bay, &c., to an Indian encampment on the edge of the forest, where we found wigwams, canoes, and every article of Indian domestic economy, left to the protection of two old dogs, one having very recently added to the stock several others.

The Indians themselves scrupulously avoid, except when pressed by extreme necessity, to touch any property, either of the white man or their own brethren, thus exposed in the woods, and place the utmost faith in the sacred nature of the trust they thus repose in others. The half-breed and the Canadian *voyageur* religiously abide by the terms of this tacit compact; and if their necessities oblige them to use any article they thus find, it is scrupulously returned, and something left for the temporary use of it.

Man in a savage, or half savage state, evinces more true feelings of honour than are to be found in civilized life. The Arab thief of the desert will protect you if you once partake of his simple fare; and the poor

hunted Indian of America never breaks the faith which is cemented over the calumet of peace. From what I have observed of human nature in the wilds of Canada, I should place the utmost reliance on the true *voyageur*, and on the unmixed Indian, and would never make a long canoe voyage to the western parts, where civilization ceases, without taking care that my companions were either wholly Canadian Frenchmen, who had spent their lives in the Indian territories, or a mixed party of Indians and French, the latter perhaps predominating.

The readiness with which the *voyageurs* (by which term the Canadian Frenchman alone is to be understood) adapt themselves to circumstances, the ease with which they prepare the night bivouac, the celerity in getting the food cooked, their abstemiousness if well looked after, their equanimity of temper, their respectful, polite, and pleasant address and behaviour, and the cheerful merry song, by which they invariably beguile

the tediousness of the length of time which you must pass in a cramped and confined position, render *les Français*, as they like to be called, a desirable acquisition on such occasions. They have their faults, and are not the most sober persons when unemployed; but when once they become *engagés*, as they style it, they are ready for any thing which may happen.

The French Canadian, or *voyageur par excellence*, always treats the Indian and the half-breed, when in the presence of an European, as vastly inferior in the scale of being to himself; but such is the bond by which custom has united them, that this superciliousness is only shown in one simple word, and is very little evinced in outward bearing. If you ask the *voyageur* what are your *compagnons de voyage* (for the word *crew* is unknown in the polite vocabulary of a canoe), he will answer with the true national shrug, "Ma foi! monsieur mon capitaine, ce sont des braves gens—des bons enfans—

et d'ailleurs, c'est un assez joli canot;—mais, sacré! nous sommes *trois voyageurs*, et trois ne sont vraiment que *des sauvages*." In short, the Canadian always calls the Indian and the half-breed a *savage*.

What a contrast there is between the native politesse of Jean Jacques, in his most rough and uncivilized state, and the free and easy labourer from the old world, or the still more free and easy gentleman of the same class from the new one!

But you cannot see the real Canadian *voyageur*, the descendant of the people who first explored these vast inland seas, unless you go from Montreal with the north-west traders, or make your appearance in Huron or Superior. There your canoe glides swiftly along under the influence of the ever-moving paddle, and the incessant song; which latter, unless you have been long in Picardy, Normandy, or Artois, you will not understand a word of, as it is composed of very few words,

and those unintelligible to the French scholar. I had the advantage, if it may be called one, of hearing a great deal of bad French spoken, when with the army of occupation, and have been able to make out such burdens of the wholly fictitious boat-song of Moore, as follows :—

" Voyez mon joli cânot blanc
Ramez, ramez, ramez ;
La belle Rosa, Rosa blanc
Virez, virez, virez."

" Des pommes, des poires,
Des raves, des choux,
Des figues nouvelles,
Des amandes doux."

But I never heard any thing even approaching to the pathetic ballad of Moore, and am sorry to say, on the contrary, that most of the Canadian canoe songs, although they treat of love, have none of the refinement which that charming poet would have given them, had they originated with him. In fact, very few of them, excepting in their

burdens, or chorusses, will bear to be printed or translated, on account of their excessive coarseness. In the north-west, these songs either begin or end with the startling and inspiring war-whoop.

CHAPTER II.

RETURN TO TORONTO.

Project of Sir John Colborne (Lord Seaton)—Exploration of Lake Simcoe—Captain Baddely—Want of Provisions—Prospective changes in Upper Canada—Modes of Travelling—Indian Village—The Mohawks—Their excellent Conduct in the late Disturbances—The Militia of Upper Canada—Indian Council—The Author made a Chief of the Mohawks—A Corduroy Road—The Village of Barrie—Beautiful Shores of Lake Simcoe—Results of Early Travelling—Deer, Wolves, and Game—The Mountain Cat—The Fox—His Boldness and Cunning—Mosquitoes and Black Flies—Ancient Shores of Ontario.

Sir John Colborne, now Lord Seaton, a short time before he relinquished the government of Upper Canada, undertook, amongst other designs for the benefit of the province, to have a thorough exploration of

the uninhabited country lying to the north of Lake Simcoe and Penetangueshene, and reaching to the Nipissang River. Captain Baddely, of the Royal Engineers, was appointed to the charge of this expedition, as being well versed in the use of astronomical instruments, surveying, and geology. A vast tract of country was explored in a line northward, continuing the division line between the Home and Newcastle districts for three hundred miles, and lateral excursions were made from this line to Lake Huron, and the westward.

The party suffered for want of provisions, but accomplished its object, and found, as was supposed, the whole belt of shore on Lake Huron, a mass of granitic rock. Several large and very beautiful lakes were also discovered, and much good, with a great proportion of indifferent land.

The country westward of this survey, between Nipissang territory and the Ottawa River, has also been passed over by officers

of engineers, and by Mr. Sheriff; and there can be no doubt, that hereafter, a vast increase of territory will be opened, as large, indeed, as all the present province, with much excellent land, and innumerable lakes, and facilities of water communication; and there appears but little difficulty in establishing a chain of water transit between the Ottawa and Lake Huron, by Lake Nipissang and the French River.

Thus, Penetangueshene and Lake Simcoe will eventually become places of much importance; the former as a steam-boat harbour for the Upper Lakes; the latter as the natural terminus of two railroads, one from Toronto to its south shore at Holland's Landing; the other, from its north-western shore to Penetangueshene. When these railroads are constructed, passengers from New York and Europe to Michigan and Superior, may avoid many hundred miles of troublesome journey, by crossing from the railroad at Oswego, in the State of New

York, to Toronto, by a steamer on Lake Ontario. The distance from Toronto to Penetangueshene is 108 miles, and a company was formed when I left that city, for the construction of this great Railway. A civil engineer took the levels, and his plans and estimates having been placed under my supervision, it was found perfectly practicable. I trust it will not be lost sight of, as the importance of the city of Toronto hereafter mainly depends upon it.

There are at present, two modes of travelling from Penetangueshene to the capital; one in boats or canoes, or occasionally by a steamer to Coldwater River, where there is a settlement of civilized Indians; hence, along the road made for them, and through their lands, to the narrows of Lake Simcoe, a small Indian village. Here the government built good houses and a chapel, with smaller log-houses at intervals all along the road from Coldwater, where a saw and grist-mills were erected, and buildings for the

superintendent and missionary. The chief, surnamed Yellowhead, resides at the Narrows, and some of his people are industrious; but, I fear it will take another generation or two before their romantic habits are removed. It is, however, interesting to observe them in their progressive state; and if the use of rum, and injudicious attempts at disseminating religious notions, had not been at work amongst them, the experiment would have had a better chance of success. Some of the most sensible amongst them complained that they were disturbed in their minds by the variety of religious tenets offered to them, and that they did not admire "work, work, work," "pray, pray, pray," when most of their work went to pay people who would not work themselves. Pestered by the peddling preachers from that go-ahead people, who wander all over Canada, the poor Indians did not know which way to turn; and a clergyman either of England or of Rome, has but little

chance against these costermongers of our faith, who with a borrowed horse, and a pair of saddle-bags, dispense grace, and resistance to monarchy, with equal fervour and untiring zeal.

At one time the mission, or rather the settlement, was a complete failure; the Indians got tired out, and fled to their forests. How it is now I know not; but from what I saw when last there, I have not the best hopes of its ultimate success.

How different the Mohawks of the midland district, near Kingston, on the Napanee road! Here a chaplain is appointed to administer the rites and services of the English church. The people are happy and contented; many of them possess property of value; and it is not an uncommon thing to see a Mohawk driving along in his little waggon, with every appearance of comfort.

I have reasons of a powerful nature to speak well of the Mohawks of the Indian woods. No sooner did the alarm of inva-

sion from the United States, in 1837, sound through the province, than these moral and well-conducted people collected all their waggons, arms, and ammunition, and drove to Kingston. They marched in with the union-jack flying, and offered me their services to go into barracks, and guard the approaches to the fortress and town.

I kept them for some time, determined, however, not to employ them against the few misled people of the province who took up arms, and only to oppose them to the robbers and plunderers from the opposite shores, who were no better than so many pirates, without a shadow of excuse for their villainous breach of the law of nations. I well knew that the name of Indian was a terror to these vagabonds, and therefore retained the faithful Mohawks till Van Ransellaer, Wells, Bill Johnson, and the Lady of the Lake, the Trulla of French Creek, were frightened out of their temporary hold of Hickory Island. The Indians, they knew, would

have shown them no mercy; and I verily believe that they thought twice before they acted once, as long as the Mohawks were in their neighbourhood.

Even at the risk of being charged with egotism, I cannot help, when the militia of Upper Canada come across my mind, dwelling upon reminiscences of them. These Indians were a part of that militia, being regularly organized under a captain leader and three chiefs; but they served, excepting the captain, who was a militia officer, without pay, scorning to receive it in the defence of their Great Mother, and their beloved country. A fowling-piece or two, a few yards of ribbon, some silk handkerchiefs for their squaws, who were left at home, and a trifling quantity of tobacco, powder and shot, sent them back to their woods as happy as possible.

We held a parting council, and after many curious ceremonies, they enrolled me as a chief, by the euphonious cognomen of *Ana-*

daheso, or *he who summons the town.* The first three syllables of this appellation are so very like Canada, that I begin to have some faith in the theory of those writers who assert that the country is so named from the Indians having always pointed to their villages, exclaiming, *Canada*, which may have meant *the* town, *par excellence.*

But it is time to get off this hobby, which might otherwise trot me through a maze of philologic lore, and jog on quietly on the stony wilderness road from Penetangueshene to Lake Simcoe, where you may see the unbroken forest in its natural grandeur, and where twin pines, or even treble ones, conjoined at the root, tower into the very sky.

I am not aware, reader, if you are acquainted with the nature of a corduroy-road. If not, I should advise you to travel over this one, on the first convenient opportunity. A corduroy-road is so named from its resemblance to the ribbed material which little boys at school are breeched in, and is formed

of good stout poles, laid side by side, over uneven and marshy places. If these are not kept in constant repair, it is easy to imagine that a horse has to pick his way, to avoid breaking his legs; and to ride in a country waggon over them at full tilt, as the country people sometimes do, to amuse their passengers, amounts to little less than absolute torture.

The usual road route from Penetangueshene is by way of Barrie, in Kempenfeldt Bay, Lake Simcoe. The first day's journey is to Craigs' farm, if you cannot reach Barrie, as all depends on the state of the road, which, in some seasons, is through swampy places, up to the horses' girths. Craigs is twenty-two miles two-thirds, corduroy, and Barrie, thirteen more. Jeffery's tavern, at Penetangueshene village, two and a half miles from the garrison, is a large building, but there is more comfort for the military traveller at Wallace's, which is on the military reserve near the barracks.

On arriving at Barrie, which is now a flourishing village, where, not ten years ago, there was only a single house, you may find the steam-boat which plies on Lake Simcoe, and take a most picturesque voyage, of a few hours' duration, through Kempenfeldt Bay, and into Holland River, a long, tortuous, sluggish stream, winding through endless marshes, where you will be surprised at the dexterity with which the little steamer is steered through frequent turns of the river, almost at right angles with her course.

Lake Simcoe is very beautiful in itself, and has in it several most picturesque islands belonging to the Indians. It is seldom much disturbed, but gusts of wind rush across it in the fall of the year, which require caution in sailing-boats. I crossed it in 1832 before the steamer plied, when it took the whole day and part of the night, in an open boat, to cross to the Narrows, and the owners of the vessel had just experienced a severe loss, owing to careless management,

of one of their craft, with passengers, who were asleep when a sudden flaw took the sails and overset her. Quiet as the bosom of Lake Simcoe appears, it is thus sometimes dangerous. The Indians, however, navigate it in their frail canoes.

The shores of this lake are now being settled very rapidly, by half-pay naval and other officers, principally; and, as the land is very good, the townships of Oro, Orillia, Rama, Mara, Thora, Georgiana, North and South Gwillimbury, and Innisfil, are becoming valuable. An excellent quarry of limestone exists on the government reserve, near the head of the lake in Rama; and the Black River in that township runs very near the chain of lakes communicating with the Ottawa; whilst Talbot River, in Mara, almost reaches Balsam Lake, in the township of Fenelon, Newcastle District. By this river a direct water-course to Lake Ontario is maintained, and in connexion with which a large outlay is being made, to open

out a canal by the Rice Lake and the Trent. Excellent land will thus be brought into the market, and the interior opened for a hundred miles back from the shores of Ontario; thus affording room for a population ten times as large as that of both the Canadas at present.

The reader has only to consult the map of the province, to observe how the Newcastle District is intersected and studded with rivers and lakes, to understand its future importance. The richest land in Canada is in this district, which is one smiling farm from the mouth of the Trent to Whitby, on the division line along the Lake Trent. I know of no part of the province to compare with it, excepting the London and western districts, and the country about the Bay of Quinte, and in the district of Prince Edward. The Niagara frontier, between Lakes Ontario and Erie, certainly looks more like England than any of these; but then the soil is lighter, and not so rich, although its climate is excellent, and its rich

chestnut forests give it an air of exceeding grandeur and beauty. The Gore District is also a very fine one, and one of the most flourishing and populous in the country.

Lake Simcoe, according to Mr. Roy's levels, when measuring the work for the Toronto and Penetangueshene railroad, is four hundred and eighty feet above Lake Ontario, and is forty miles in length, by thirty in breadth.

From Barrie, the traveller may take the road to Yonge-street, which is a very bad one; but it will enable him to visit a place where an immense number of skulls have been lately discovered, supposed to be the trophies of some very ancient Indian victory. The road goes along the waterside of Kempenfeldt Bay; and, indeed, you travel through the water, in some seasons, to Varneek's tavern, four miles; then to Clement's, ten miles; thence to Evans's, at a little village on the swampy banks of the west branch of Holland River, twelve miles; and from Evans's

to Phelps' tavern, at the Red Mills, on Yonge-street, four more,—a mile of which is over a great extension of the marshy Holland, which is crossed by a wooden bridge where, if not in repair, you have to make your horse perform many caracols and leaps over chasms. I was not able, with hard riding, to reach further than Evans's in July; and it is dangerous to cross the bridge at dusk.

Early travelling in this new region introduces you to the acquaintanceship of deer. I saw one looking very hard at me, as I was crossing this long bridge on the morning of the 29th July, 1835: I suppose he was as much astonished at seeing me, as I was to find myself in an immense swamp at daybreak, and in a thick mist.

On another occasion, whilst waiting for the steam-boat at Barrie, I took a walk of about a mile into the woods, with a venerable old man in the department, Mr. Bell, and found a wolf waiting for his breakfast. He

looked very earnestly at us, as though he would have disputed our path; but seeing two, I imagine he thought the battle unequal, and so deliberately went off into the wood, looking sideways at us, and showing his teeth as he retreated. Bears are also occasionally met with in this way, by early risers; and here the partridges are so tame and numerous, that they have run like poultry before my feet, in the grey light of the morning.

I once, and only once, saw the fierce mountain-cat, or Canadian tiger, sitting on a log in the road. My horse became exceedingly alarmed, and would not pass; but the treacherous and dangerous beast, after eyeing us for some time, slunk stealthily away. I believe all the wild animals of Canada are afraid of man, and never would attack him unless greatly alarmed, wounded, or impelled by hunger; and that much of sheep slaughter, which occasionally happens on a large scale, may be, as in Newfound-

land, more attributable to dogs than to wolves. Wolves are, however, very numerous in the thinly settled townships, and bears are occasionally daring, carrying off pigs and young cattle.

The fox is a common animal in this country, penetrating even into the heart of a town, and playing tricks in the poultry yard.

This walk, or ride, from Barrie to Yonge-street, has led me almost to forget to say,—prefer the steam-boat at Barrie, and even wait for it at Bingham's, the King's Arms, where you will meet with neatness and civility.

Arrived at Hollands Landing, get over the four miles to Phelps Inn, on Yonge-street, as fast as you can, for Holland's Landing, formerly a military post and naval depôt, is the seat of fever and ague, of black flies, sand-flies, mosquitoes, and water-snakes. How the people in the little inn there live at all, I cannot imagine. I recollect, on my first visit,

being so intolerably stung, that although I thought myself mosquito proof, I was obliged to get the poor host's kind daughter, who could scarcely lift her head for ague, to make me a green gauze veil, without which I could not have proceeded. You now approach one of the most fertile spots in Upper Canada; and it would be really worth while to take a ride to Newmarket, a nice little village about four miles on the left of Yonge-street, to see as fine a corn country as can be seen in England. Yonge-street is thirty-six miles long, an excellent road in summer, and settled in fine farms on both sides. It is really a beautiful and interesting ride, although the road is rather too straight for the picturesque.

Queen-street is a similar road and settlement, running parallel to Yonge-street to the eastward, and there are good inns at short intervals. A coach travels on Yonge-street regularly, and it is gradually Macadamizing.

In proceeding along this road, the tra-

veller passes over the ridge which divides the water-courses of the streams flowing into Lake Ontario, from those running into Huron by Lake Simcoe. The highest of these, called the Oak Ridges, from being covered with trees of that name, are no less than 778 feet 9 inches above the waters of Ontario.

Here also may be observed, a series of three ancient shores, or banks of the Great Lake, as distinctly marked by sands and beaches, as if the lake had retired yesterday, excepting that they are covered with a luxuriant forest. These ancient water-levels run all round the northern, western, and southern shores of Ontario, equally distinct; and on the United States side, in executing the Erie Canal, organic remains of the ostrea, and many other transition and secondary fossils, were discovered.

Between these beaches is a rich deep alluvium, containing bituminous marle, or blind-coal, and vast collections of large and

small transported blocks of granitic and feldspathose rocks, with quartz and hornblende. In this alluvium, there no doubt exists a deposit of some magnitude, of the remains of those extraordinary extinct animals whose organization developes so essential a difference from those which now roam over the forests.

CHAPTER III.

TORONTO.

Antediluvian Remains—The Mammoth's Tooth—Extraordinary Dentition of the Elephant—The Rebel Mackenzie—His Barbarous Murder of Colonel Moodie—Intended Proscription by the Rebels—The Flies at Toronto—Extraordinary Phenomenon of Flies—The Author's Study and Garden at Toronto—Tame Deer—The Birds of Upper Canada—The Fishery—Turtle.

This work does not assume to be a statistical tour, or any thing more than an amusing companion to the traveller; I only profess to treat, as they occur, of

> "Antres vast, and desarts idle,
> Rough quarries, rocks, and hills."

> "And of the canibals that each other eat—
> The Anthropophagi;"

As well as to find

> "Tongues in the trees, books in the running brooks;
> Sermons in stones, and good in every thing."

It may be not improper therefore to give a short account of a recent discovery, in a region where the wild animals still continue to hold sway over a great expanse of so large and fair a portion of the globe.

The United States of America abound in the remains of the mammoth,—that huge inhabitant of a former world, or rather, of a former state of the present world; but it was not hitherto known, that the bones of the primæval elephant (*elephas primi genus*) existed in Canada. In digging into the diluvial clays which, with sand, constitute the surface of the whole country between Lakes Huron, Simcoe, and Ontario, large bones have frequently been discovered; but the simple Indians, or the uninformed farmers, have generally taken very little notice of them, and when questioned about these interesting relics, have always replied,

that they were the bones of the giants who formerly inhabited the world. But as cultivation extends, and the wants of the inhabitants induce the arts and sciences to expand, these and other important objects will be carefully noticed and collected.

Whilst excavating for a mill-race, in the townships of Vaughan, on land belonging to Mr. Ball, about fourteen or fifteen miles from Toronto, and near the great northern road, called Yonge-street, there were lately discovered several large unknown bones, which, by great good fortune, were brought to the capital, and placed under the notice of those who were able to appreciate their value. Only two, however, of the teeth have as yet been preserved, the other bones having been lost or damaged; and one of these teeth being presented to his Excellency Sir John Colborne, it was given to me, and I obtained an accurate drawing of it before it became much injured by decomposition. This tooth did not exhibit any appearance

of having become fossilized; the *crusta petrosa,* the enamel, and the ordinary bone being perfect in their original characters. It was $3\frac{6}{10}$ inches across the broadest part of the plates, and its extreme length was 10 inches.

It may not be known to all my readers, that the huge creature whose remains have thus been discovered, resembled the elephant of our days in many particulars; but if we may be allowed to judge from the specimens of the mammoth discovered in the northern icy regions of Russia, which have been preserved with their skin, flesh, and fur, or hair, as perfect as when the ice entombed them, the mammoth of the northern regions of the world was better adapted to resist the cold than the Asiatic or African elephant, as his skin was covered with a strong and thick coat of fur.

That septentrional America abounded with mammoths at a period perhaps antecedent to the flood, there can be very little

doubt, as the bones and teeth are found in the icy cliffs and mountains of its northern and western coasts, in such quantities as to form masses; whilst from the discovery now made near Toronto, it is probable that the earth hides them in as great proportion as it does those of the mastodon, a similar animal, in the western states of the Union.

The mastodon and the mammoth, although resembling each other, and both types of the elephant, had a very different construction in their dental physiology. The mastodon's teeth were more like those of a carnivorous animal, being solid substances, whose surfaces were armed with rows of sharp and conic points; whilst the mammoth had the peculiar arrangement which is displayed in the elephant; proving that it was designed to feed on plants only.

Perhaps there is nothing more curious in nature than the mode of dentition of the elephant, whose teeth are very similar to those of the mammoth. The oblong rings of

enamel, which are so compressed and waved as almost to touch each other, when they are fully developed, proceed from the hinder part of the jaw, in the form of little round crowns, or circles of enamel, which, as the fore part of the tooth wears down by the continual grinding such a vast quantity of food as that necessary to support the elephant, enlarge, push forward, and supply the place, in each of the substances of the four teeth with which the jaw is filled. A continued growth and replacement of the rings of enamel, and probably of the *crusta petrosa* also, are thus kept up during the lifetime of the elephant, who instead of shedding his teeth vertically, as all other creatures do, and having their places supplied once or twice only from the bottom of the socket of the tooth lost, enjoys the enviable advantage of being constantly furnished with fresh teeth, by a process which would be inconceivable, were it not well ascertained.

There is something like this arrangement

also in man, the jaw elongating to make room for the back teeth, which push it forward. But, for wise purposes, man is not endowed with the power of re-producing the dental organs more than twice, and that during the earliest stage of existence. Man was not intended merely to exist upon the pleasures derivable from the enjoyment of appetite: the aim of his creation was a higher and a holier one.

We have now again approached the capital, and shall therefore merely give the reader another little jaunt on the hobby-horse, before we again start from Toronto on our travels. After so long and so fatiguing a journey, it is but fair that we be allowed to soliloquize in the arm-chair a little. We shall, however, say nothing in detail of the battle of Montgomery's Inn, or Gallows Hill, the scene of which is visited on passing the Yonge-street road, at about four miles from Toronto. Here, however, the military man dwells with painful interest on the spot where

fell the veteran Colonel Moodie, who had fought under his country's banners in every clime, and who, having liberally shed his best blood in her cause, had retired, with an amiable family, to pass the remainder of his well-spent life on a small property near this eventful place. Here the ruffian Mackenzie, with true fiendlike spite, murdered the undaunted hero, merely because, when he was completely in the rebel's power, he with true British courage refused to acknowledge his authority.

Peace to his gallant spirit! The avenger is at hand, and the span of the blood-thirsty coward who ordered his execution in cold-blooded hate, as well as of the miscreants who obeyed the mandate, is shortening amid misery, execration, and distress.

What would Canada have been now suffering, had Mackenzie and Papineau enjoyed a temporary triumph? The blood of the venerable Moodie—the murder and barbarous mutilation of Johnstone and of Hume—were but precursors of the fate written down in

their damned rolls for hundreds who were to have been shot and gibbeted. These rolls were found; and the ink they were written with, blotted with the tears of the widows and the fatherless who did afterwards fall in opposing these runaway traitors, traces in characters never to be effaced, the vengeance which must visit the heads that contrived, and the hands that wrote, those awful scrolls.

But we will again sit down at Toronto, and forget for awhile the miseries and horrors suffered in 1837 and 1838. From the history of man—sinning man—let us therefore turn to the contemplation of nature.

One of the most curious phenomena of spring, in the neighbourhood of the capital of Upper Canada, is the vast multitude of flies and spiders which there abound. In 1834, the flies were observed to be unusually numerous; and in 1835, the spiders equally so. On the 18th May, 1834, and also in the same season in 1832, I observed the

edge of the bank in front of the parliament-house, and about twenty feet above the water, clouded by minute insects resembling the gnat, but black, and with feathered antennæ. The weather was warm, and there was a moderate easterly wind. The swarms, "thick as the motes that dance in the sunbeam," were divided into columns, like those represented in the engraving. The columns were from fifteen to twenty feet in height, and averaging, perhaps, three feet in thickness. This insect is perfectly innoxious, and the swarms may be walked through, giving way as you advance. They are not like the *plaga de las moscas*, the plague of the flies, which Humboldt describes on the Orinoco, and to the torments arising from which the criminals of Carracas were sent. "How are the flies this morning?" is the usual salutation in that region of horrors. Here, at Toronto, the flies, though more numerously "sucked up from bogs, fens, flats," by the sun, do not make man "by inchmeal a disease," and are

scarcely thought of. Even the mosquitoes do not advance their trumpeting squadrons into the vicinity of the city, the smoke of which is luckily fatal to those pests of the settler in the woods.

A cloud of these little harmless black gnats, or May-midges, may be seen sometimes of an evening, extending, like the trail of a steam-boat smoke, in the air for miles over the great marsh which joins the bay of Toronto on the eastward; and, when the sun sets, and they are no longer seen, the gay and flitting fire-fly tenders its little scintillations, to enliven the dark bosom of the shores where it is searching for its mate.

How wonderful and inscrutable to our weak comprehensions are these vast creations of almost ephemeral beings, endowed with active existence, and enjoying their limited span with all the vigour and instinct of their gigantic fellow-beings!

I used to sit in my little quiet and retired study at Toronto, which had two windows,

looking, the one, on a small lawn, the other over the bay, the island, and the Beautiful Lake, as Ontario means in the Indian tongue. Whilst I was writing, a tame deer, with his picturesque neck and head, and his large and brilliant eyes, peered in at the pane, and licked it, to remind me that he wanted an apple.

On the other hand, where forty years ago the canoe of the red man alone disturbed the myriads of water-fowl floating on its placid bosom, and where even now the wild duck approached to the very paling of my garden, I saw the majestic steamers flowing on, like meteors on the stream of time; and here, a thousand miles from the ocean, the sea-gull stooped before my eyes, and rising with his prey, a large pike, whose weight he had miscalculated, both were submerged, but the bird again winged his way to his proper element.

Round this window we trained a few scarlet-runners, or the morning-glory, and

the little fire-throated humming bird boldly darted from flower to flower, occasionally resting himself close to our hands, on the tiny branch of an apple or willow twig, where he would remain seated and eyeing us for minutes together. It is truly astonishing how familiar the little fellow becomes where he has plenty of food, and is never hunted.

Then in the spring came the brilliant and daring blue-bird; the timid and splendid scarlet-bird, with his wings tipped with glossy black; the orange-bird; the bright and golden-coloured yellow-bird, *cum multis aliis*; amongst which must not be forgotten the wood-pigeon, nor that magnificent fellow, the roguish blue jay, the most splendidly coloured of the Canadian birds; nor the little confiding wren, and the great robin, or red-breast, which is nearly as large as a small pigeon; and the *rossignol*, or Canadian nightingale, and the mocking bird, a variety of the Virginian kind, but neither so musical nor so imitative.

The great bald eagle, the hen-hawk, and fishing-hawk, occasionally soared over our little garden, and disturbed the poultry; whilst the white owl, a very large and strong bird, who does not mind the glare of day, sometimes perched near us. There also are the garden toad, a most useful creature, and the beautiful grass-green painted frog, who is not very unwilling to show his brilliant skin; whilst the little chameleon tree-frog, with his ball-like toes and changing hues, whistled incessantly in the evening from some tall poplar.

On the shore below, the little land tortoise creeps about, and displays, now and then, (for he is very shy) his variegated head and coat of mail, both of which are streaked with lines of the brightest vermilion on a dark brown and green ground.

Innumerable and gaudily-coloured large moths and butterflies decorate the spring, summer, and autumn; and if we desired to recreate ourselves after the fashion of old

Izaac Walton, the bay and island shores yielded us, with very little trouble, and without any other tackle than a rod cut from the wood a piece of twine on which the hook is secured, and almost any kind of bait, the barred perch, the delicious black bass, and the sun-fish, glittering with red, green, and gold. But occasionally the ugly cat-fish, and the eel or pike, marred our quiet sport.

The pike here grows to an enormous size, and is brought to market as large as a good salmon; whilst Ontario yields to the regular fisheries, salmon, herring, pickerel, white-fish, salmon-trout, and the royal sturgeon, which last is any thing but royal to the taste, but attains here, also, a very large size.

Besides the terrapin, or land-turtle, which nobody eats, that I am aware of, in Canada, although it is a regular hotel dish in New York, there is a large kind of turtle in the ponds and marshes of the island, called the hawkbill, or mud-turtle, a ferocious biting

gentleman, whom you cannot keep on his back when you turn him, owing to the length of his head and neck, and who yields, when well cooked with the eggs, very excellent soup.

But we are digressing again, and, although not very apician in our appetites, have, some how or other, wandered (such is human nature) from discoursing on the beauties of creation, and from philosophic contemplations on the flies of Toronto, to the savoury messes of the Canadian flesh pots, and to a dissertation upon turtle-soup!

CHAPTER IV.

TRAVELLING BY LAND FROM TORONTO TO KINGSTON.

Journey Homeward—The Land Route—Various Townships on the Route—Want of good Harbours—Bay of Quinté—Projected Works—The Trent Navigation—Incompetent Engineers — Fallacious Estimates — Macadamization in Canada—Necessity of a Board of Works—Beautiful District for Settlers—Refugee Americans—Murderous Designs of the Rebels—Traitors to each other—Kingston—Destructive Fires—Advantages arising from them—Progress and Prospects of Kingston.

We have now wandered round the coasts of Upper Canada, and it is time that we pursue our devious journey homeward again. Few persons, unless obliged by business, now use the land roads in this region in summer, there being such excellent and

expeditious steam-boat conveyance from one town to another; but as the lover of nature usually prefers a land route to examine the country more closely than can be done by sailing along shore, we will lead the way from Toronto, through the shore townships of the Home, Newcastle, Victoria, and midland districts, to the great commercial entrepôt Kingston.

In this route are passed, by a tolerable road, very good near both extremities, the towns of Windsor, in Whitby; Port Hope, in Hope; Cobourg, in Hamilton; Colborne and Brighton, in Cramake; Trent Port, in Murray, at the mouth of the Trent, a large rapid river, falling into the singular Bay of Quinté; Belleville, at the mouth of the River Moira, falling into the same bay, or lagoon; and Napanee, near the mouth of a river so named, which also falls into that lagoon.

Of these towns, the only ones of size and consequence are Port Hope, sixty-five miles from Toronto; Cobourg, seventy-two; Trent

Port, one hundred and six; Belleville, one hundred and eighteen; and Napanee, one hundred and forty-seven miles from Toronto, and thirty miles to Kingston, to which place a Macadamized road is forming.

Inland from Port Hope, on the Rice Lake, in the district of Colborne, is Peterborough, a flourishing town, which will be of great importance when the Trent Canal is completed, as it will be the centre of one of the most fertile and important sections of Canada, the capabilities of which are immense. Surrounded as it is by lakes, rivers, and water communications with Ontario, Simcoe, Huron, and the Ottawa, it requires no great gift of prophecy to foretell that the whole country, recently comprising the districts of Northumberland and Hastings, will become the greatest and most populous portion of Canada, comprising, as it does, in the townships of Marmora, Madoc, and their vicinities, inexhaustible mines of iron.

I have not time to say more of each of

these towns as we pass through them, than that they are, as yet, in their infancy, but will, fifty years hence, if internal navigation and the roads are attended to zealously, all become cities. The want on this coast, however, is that of good harbours, there being not one deserving that name from Toronto until the Bay of Quinté is gained, excepting, perhaps, Presquile, which, as I have attentively examined it, I must pronounce scarcely fit for general purposes, unless improved.

In this part of the coast, the Bay of Quinté is so formed, as to run parallel to the general line of shore for about seventy miles; and, by the formation of a short canal in the township of Murray, of little more than a mile of serious work through a favourable soil and level country, vessels from the naval and commercial port of Kingston might proceed, under shelter from all winds, for nearly half the length of their voyage to Toronto. Measures, I under-

stand, are at length adopting to open this work, one too long neglected, and of the highest importance, both in war and peace. The occupation and fortification of Presquile must, however, follow it, as well as the construction of works to defend the exits and mouths of the Bay of Quinté, called the Gaps.

Connected with this paramount work is the Trent navigation, by which the interior of fifty surveyed townships will be laid open for settlement, on the finest lands in the province, by opening that river to the Rice Lake, and thence, by works either performed, or projected, through a series of other connected lakes and rivers, into Lake Simcoe, and thence to Lake Huron. So that it is now by no means improbable that vessels may load in London, and deliver their cargoes in Michigan, either by the Welland Canal direct, or by transhipment through the Trent, which latter will be the safest, and the most expeditious, as the navi-

gation may be performed by steam-boats on Lake Huron under cover of the Manitoulin Islands, without exposure to the angry waves and storms of that great fresh-water sea.

The improvement of the navigation of the Trent was undertaken by the authority of a provincial Act of Parliament (Will. 4), and a sum of £77,507 was granted to form a water-way as far as Perag landing; and on this liberal grant £28,000 were raised by debenture, and the works commenced; but in 1838 the commissioners, for want of further funds, suspended them.

For all public works in Upper Canada up to the year 1838, when this important one ceased to be carried on, it had always been the fashion to appoint commissioners to superintend them; and, in general, these persons were wholly unacquainted with civil engineering, and, consequently, unable to judge of plans and estimates for works of magnitude and importance; whilst local interests, as in the case of the Welland Canal,

stood in the way of improvements. It is much to be regretted, that a board of works was never established at Toronto, or Kingston. Upper Canada is a country wherein some of the most useful and stupendous operations in civil engineering must soon necessarily take place, and competent civil engineers can scarcely be expected to be found in a region so recently starting into notice and importance. I have known repeated instances of engineers, who, from having been partially connected with great names in England, were conceived, by some of the members of the legislature, to be very extraordinary persons. These persons, when called upon to estimate for public work to be got up for some local interest, have presented their patrons with estimates suited to the temper of the House, and a project for a great work was thus skillfully set on foot, when the said work, if undertaken at all, should have been calculated at an expense, the lowest ratio of which ought to have

been twenty times as much as the estimate given in.

Then again, companies were formed frequently for these public purposes; and after obtaining a vote for a bridge, or a canal, or a dock, they used their privileges to issue notes, and became bankers. Incompetent engineers, too, were sometimes employed by commissioners and companies, through ignorance; and thus the public money, or the funds of proprietors, were wasted, and the works ultimately abandoned as ruinous.

Improvidence in forming the great roads of communication in Upper Canada has also been a serious evil. These roads have generally been made complete jobs; and it was not until a regular, but somewhat expensive system of macadamizing was adopted, that any thing like a road existed there.

All public works in all new countries, especially where so many rival and clashing interests come into play, as in Canada, should be undertaken only after the most deliberate

and careful inquiry, by a board appointed by the legislature, and should then be executed under the supervision and responsibility of the executive. I believe that the engineer employed on the Trent navigation was a person who understood his business, he having been brought up in a good school, the royal engineer department, on the Rideau canal; but of course he was not the controlling party, and money was not to be had in 1838 or 1839, when every farthing was expended in the more exigent demands for the defence of the province. It is, however, to be hoped that this most useful of all the great undertakings which are projected, to open out the waste lands of Canada, will now no longer be lost sight of.

Nothing can be more beautiful and rich than the country lying along the shores of Ontario, from Belleville to Kingston, where the old settled district of Prince Edward, of which Picton-Hallowell is the capital, occupied the principal space, in the shape of a

zig-zag island, or peninsula. The whole of this lovely district is thickly settled with a thriving, and most respectable population of industrious and generally wealthy farmers; and it only requires the adjacent shore of the Midland, Hastings, and Victoria districts, to be equally populated, to render this the most eligible part of the province.

It is, however, somewhat unfortunate that Belleville has been, with parts of the neighbouring continental townships, for some years past the seat of refugee Americans; and here, accordingly, during the disturbances in 1837, emanated many plots and counterplots, which were nipped in the bud, by the militia of Prince Edward and of the Midland district, with the loyal men of Belleville itself. In fact, the American refugee party was completely hemmed in by Prince Edward district in their front, the loyal townships of Seymour, and towards Cobourg on the right, and by the noble civilized Indians of the Mohawk woods on their left.

They however showed their teeth, and constant intercourse was kept up with the state of New York.

It is a singular, but very melancholy fact in the history of human nature, that many of the men who joined those refugees were farmers, whose whole property and welfare in life had been derived from the original assistance of the British government to their parents. The parents, in general very old, were firmly loyal; whereas the children, persuaded by the pestiferous advice of those who only sought their ruin, were doggedly disaffected.

An American gunsmith was established in Belleville to carry out the views of revolution; and when this person was taken prisoner in a night march to prepare for the attack of Kingston, a bowie knife was found upon him, a weapon which disgraces human nature as much as the Italian's dagger of former days. Every thing, too, in this armourer's department was got up on the

most murderous scale. Cartridges were found carefully made with greased packing for rifles, and in addition to the usual musket cartridge, on the bullet were placed three buck shot, so as to render a wound as painful and as difficult of cure as possible.

The dread of the Indians kept these people in check, however, their road to Kingston lying through the Indian settlement; and, as is usually the case where the cause is a bad one, all the movements they made, their most secret counsels, and the friends they employed, both in the United States and in the country, were known and watched. Had there been patriotism, real patriotism in the case, would such a constant and unerring knowledge have been possessed by those they called their oppressors? It requires no answer.

Kingston has been recently visited by destructive fires, which have, however, paved the way to great improvements; and since 1839, twenty-one large shops, or stores as

they are called, have been solidly erected of stone or brick, and many fine private dwellings, mostly covered by tin roofs; whilst the marine railway, that most useful establishment for the port, has been extended very considerably. Kingston is, in fact, as the Americans say, progressing; and no doubt when the Welland canal is made a ship canal, will become a city—the city of Cataraqui, as it ought to be called; for that is its ancient Indian appellation:—the true name of the St. Lawrence there, and also of the river which forms the mouth of the Rideau canal, along which we are now about to accompany our readers.

CHAPTER V.

THE RIDEAU AND ST. LAWRENCE CANALS.

Colonel John By—His Claims on Public Gratitude—Extraordinary Difficulties overcome by him—Dangers of the St. Lawrence Route—Plan and Execution of the Rideau Canal—Enormous Cost—Its immense Benefit—Canal-way from Montreal to Kingston — The Cavillon Rapids — Magnificent Scene of Water Steps — Immense Dam—Unequalled Series of Works — Malaria from decaying Timber—Caution to Sportsmen—Prevalence of Ague——Precautions against it — Women of Upper Canada—Works on the Rideau Lake—Maitland Rapids—Merrickville—By Town—Death of Colonel By—Unrivalled View from his Residence—Splendid new Country for Settlers—Inexhaustible sources of Timber—Unequalled Capabilities of Upper Canada—Dangers which threaten the United States.

If ever any man deserved to be immortalized in this utilitarian age, it was Colonel John By. Difficulties which no one can

form any idea of, excepting those who knew him well and watched his progress, were continually in his way; and although the expenditure he made may appear enormous, yet it is to be considered, that the splendid canal he executed, perhaps one of the finest works of the kind in the world, was executed in a very short time, in a country where forest and flood, silence and shadow, had before reigned undisturbed; in a country the seat of pestilential fever and ague, the paradise of water-snakes and reptiles, of mud and marshes,—where the best, or indeed the only mode of progress, was in the frail bark canoe of the Indian, and where even that dangerous vehicle was continually subject to be torn asunder in its march over the sullen waters by the submerged trees.

With a department to form, civil engineers to make, workmen to advise and instruct, Colonel By took charge of this important national work, in September 1826, with a view of forming a military winter communi-

cation from the Ottawa to Lake Ontario, so as to avoid the tedious, dangerous navigation of the rapids of the St. Lawrence, and the necessity of transporting stores and troops by a line exposed, in the greatest part of its length, to an enterprizing enemy.

The dangers, expense, and difficulties of the St. Lawrence route may be estimated by the facts, that the description of boats used, called Durham boats, and batteaux, required from ten to twelve days to accomplish their route, and held only, the former eight, the latter, four or five tons of goods. They also took four days to return, and might be captured almost at any point by an enemy; whilst the stores were liable to damage from wet, and to loss from unavoidable accident in the rapids.

Colonel By commenced operations in 1826, by selecting the mouth of his canal at the spot now called after him, By Town, near the falls of the Chaudière, on the Ottawa, and the season being late, did not begin to

work seriously until May 1827, when two companies of sappers were sent out to assist him, and a regular establishment of officers of engineers, &c., was formed. The whole line was surveyed during the summer, and the plans and estimates were sent to England. On the 31st of December 1830, the enormous sum of £715,408 had been expended, and including the expense of compensation for loss of property to individuals, it is supposed that the hundred and fifty-three miles of steam-boat navigation on the Rideau canal will not be achieved for less than a million sterling.

A three days' transit in safety had thus been gained, where twelve or more was before required in danger; any quantity of stores or goods can be moved, and the time no longer exists when it would cost a guinea (as it did last war) to send a single shell for a mortar from Quebec to Kingston.

But notwithstanding all the advantages derived from this munificent expenditure by

the mother country, and that the Rideau canal is thrown open to the public by the mere imposition of moderate tolls, there has been supposed to be a necessity for canalizing the St. Lawrence, and an immense sum has already been spent in forming locks and embankments to pass the most dangerous of the rapids. I am persuaded that both these canals, the St. Lawrence and the Rideau, are unnecessary; and that after the immense outlay on the Rideau, it is a great waste of money and time to canalize a river which is the natural boundary between Canada and the United States of America.

So well do the Americans perceive that the advantages are wholly on their side, in such a work being carried to perfection, that even during the troubles of 1837 and 1838, they had employed military engineers in looking out for sites of works to command the most prominent features of the canal. In the present state, however, of that unfinished work I shall say very little about it,

and confine myself to the line of water way from the ocean to Ontario, by the Rideau.

From Montreal to By Town, on the Great Ottawa, is 128 miles, and thence by the Rideau to Kingston, 154. The first canal on this route is the boat-canal to La Chine, extending for nine miles, which will require widening for ocean-going vessels. It now admits boats of twenty feet beam, with a depth of water of five feet only, and was excavated by the province.

Next is the obstruction at the junction of the two great rivers, St. Lawrence and Ottawa, where are the Vaudreuil Passage and St. Anne's Rapids; and in a low state of the waters, the usual canal craft are here stopped. Government is, however, engaged in forming a lock here, so that the monopoly exercised by a private company will be done away, and a free and safe navigation will be created.

The Carillon Rapids, twenty-seven miles up the Ottawa, have been overcome by a

government military canal in connexion with the Rideau. This canal is a mile and a half long. Between it and the Grenville Canal, is another interruption of nearly a mile, called the Chute-a-Blondeau, but this is comparatively trifling.

Twelve miles from the Carillon was a more serious impediment, called the Long Sault, or Long Leap, of the Ottawa; and here it was necessary to create a canal of six locks. It however happened, that owing to its being decided to render the Rideau navigation a steam-boat channel, an alteration took place in the size of the locks of some parts of these works, which was ordered after some of them had been finished on the same scale as the La Chine Canal. Thus, steam-boats could not pass through the Grenville Canal, and an outlay must be required in conjunction with that at St. Anne's, or Vaudreuil, to render the line navigable from La Chine, together with a further examination of part of the river

Ottawa itself, for forty-four miles, from the Grenville works to the Bay of the Rideau at By-Town; as there are several shoals, which in dry summers, have not more than five feet water.

In proceeding from Kingston by a steamboat, of which there are several on the Rideau Canal, you pass through a rather intricate channel of the river Cataraqui, which here expands into a marshy, swampy level, and enter the canal, at the distance of about five miles, by a magnificent flight of gigantic water-steps, the portal to which is a picturesque wall of sienite, backed by a broken irregular country.

Here are three connected and one detached lock, with a basin between them, and a total lift of forty-six feet eight inches, or eleven feet eight inches each lock. The basin has also a separate dock, and the whole of this stupendous work is built of enormous masses of limestone. Here likewise is an immense stone dam of peculiar con-

struction, to keep the river water at the proper level. It is thirty feet high, and of the form of an arch,—in length 400 feet. The sluice-way is connected to it by an earthen embankment of 1000 yards in length; whilst a similar mound prevents the waters to the eastward from escaping.

The gates, bridges, and whole work of this section at Kingston Mills, are worth examination, as nothing can exceed the beauty of the workmanship, or the solidity with which it is executed. It only wants a better road-way to complete it, the present one being too like the corduroy bridges of the country, and occasionally presenting chasms at which the stoutest horse may tremble.

The other prominent works on the canal are, Brewer's Lower Mills Lock, ten miles and a half; Brewer's Upper Mills, two locks, one mile and three quarters; and Jones's Falls, eleven miles. Here the scenery is very wild and striking, and the works are

extremely grand, there being a dam sixty-one feet high, 130 yards broad, sixty feet wide at bottom and twelve feet at top, built of sandstone, and backed with clay and rock, so that the base and rock are supposed to be between three and four hundred feet. There is a waste weir cut fifteen feet into the solid granite; a single lock of fifteen feet two inches lift, leads into a natural basin, which connects it with three other combined locks, two having fifteen feet lift each, and the other thirteen. These splendid locks are built of solid sandstone masonry, upon inverted archwork, and although with such extraordinary lifts, have hitherto suffered no derangement, and answer perfectly.

Three miles further on is Davis Mills station, a single lock; and two miles and a quarter more bring you through Opinicon Lake to Chaffey's Mills Lock. Then through Indian Lake, and by a cut of 180 feet in length to Clear Lake, and thence to Mud Lake and by the Isthmus, is five miles, where

there is a canal of one mile and a half in length, and one lock.

This latter cut was very difficult, and through hard granite chiefly; and between this place and Kingston, owing to the swampy nature of the country, and the vast portion inundated by damming up the waters, great obstructions existed from sickness and malaria. These impediments to settlement still exist, as an immense section of country is laid under water, particularly near Kingston Mills, in which section, forests of trees are rotting, and tainting the air.

Nothing appears to produce fever and ague sooner in Upper Canada, than masses of decaying timber. I recollect that the small inlet called Navy Bay, at Kingston, in which there were several old booms of ship timber kept in the water, was, as soon as these booms got loose and rotted near the shores, a very fertile source of malaria; and I have frequently experienced the indescribable sensation of faintness and disgust

which assails the passer-by in the hot days of summer, or autumn. I have twice had the slow fever, in its nature and consequences so similar to the yellow fever of the West Indies, and that of Walcheren, but not so ultimately debilitating as the latter, and both times, I imagine, that it was caught by exposure to marsh miasma.

The inexperienced sportsman in Upper Canada must beware of long exposure, during the heat of the day, in following duck shooting; he must beware of remaining long wet, and above all, must never sleep in the sun, if wearied. Few escape who devote much time to shooting, and few settlers in the woods remain long in the country without ague. The lake fever is more prevalent in marshy districts, or on the immediate borders of Erie and Ontario, if the locality be not well drained. It acts by unnerving the whole system, without pain, and most frequently also attacks the mind, in that species of delirium called wandering. Happily, however,

although its duration is for several weeks, and it leaves the patient extremely feeble, it is not so fatal as the malaria fevers of the Indies, or of Holland. Although in early life almost a martyr to the Walcheren fever, I never had the ague during the many years I resided in Upper Canada, excepting for about two hours; and, I believe, it is more confined to that class of settlers and labourers who have not the means of obtaining flannel and suitable clothing for the climate, as well as generous, but not stimulating, diet. I should advise every adult about to dwell in Upper Canada to wear a flannel waistcoat summer and winter, and flannel drawers as soon as autumn begins to wane. Rheumatic and aguish complaints may thus be avoided.

It is very singular that the women of this province are, as their neighbours in the United States are also, very subject to tooth-ache; but they are not subjected to that serious loss of complexion which the people of the bordering states are. You do not see,

in the towns of Upper Canada, much difference between the fresh healthy look of the English, and that of the born Canadian; and you can immediately distinguish a stranger from the northern states, or the descendant of parents from those countries, by the larger visage, and the dark sallow look and straight dark hair. The long limbs of the men are also very conspicuous; whilst the American females have in early life a very beautiful clear skin, and are generally very pretty. They soon, however, lose the bloom of youth, and become prematurely old in look; and I attribute this to the custom of using stoves for a great portion of the year, heated to excess, and to the still more pernicious habit of not taking sufficient pedestrian exercise. English and Upper Canadian ladies pass much of their time in the open air.

Whether it be the climate that is to blame, or the nature of the diet, I cannot say, but it is certain that the loss of teeth in young persons is very prevalent in Upper Canada,

and it would be well worth the attention of medical men to trace the causes. Acids are perhaps too abundantly used, and salt provision is very much in vogue; whilst in the states, the ladies consume sweetmeats and confectionary, probably to a much greater extent than in England.

But to return.—The next place on the route, through west Rideau Lake, is the Upper Narrows, where the channel is closed by a waste weir, and there is a small lock leading into Upper Rideau Lake. The lake is here traversed for twenty miles, and at Oliver's Ferry, a contracted portion of it, all the former trade of the country, between the St. Lawrence and the settlements in the rear at Perth, was carried on, the road from Brockville crossing here.

Seven miles beyond are the works of the First Rapids, where there is a canal of one mile and a quarter, excavated in limestone, with a lock, which brings the navigation to

the summer level of the Rideau Lake. Here there is a lay-by for the boats, and a dam, part of which is moveable at pleasure. This part of the works is worth examination; so also is the River Tay, about four miles above, on the north shore of the Rideau Lake, where a canal has been formed to communicate with Perth, calculated for steam-vessels. It consists of five locks and six dams, and by it a difference of level of twenty-eight feet is surmounted. It has been executed at the expense of the inhabitants, and is of incalculable benefit to that part of the country, which is rapidly rising into importance.

Two miles from the rapids are Smith's Falls Station, of four locks, one being detached, a stone dam, and a waste weir, with a small canal. Here there are extensive mills and a rising village. The works are very fine.

Three quarters of a mile farther is Old Sly Rapids, where there are two locks, with

a dam, and much cutting through a hard sandstone. A fine basin for steamers also is formed at this station.

Proceeding for a mile and three quarters there are a lock and dam at Edmund's Rapids, with a small canal.

At four miles beyond Edmund's Rapids is another station, called Maitland's Rapids, where a canal of 450 yards long is formed across a swamp, with a dam and embankment, on which is the branch road from Prescott and Brockville. Here there is one lock crossed by a bridge. A mile and a half beyond is the Irish Creek, leading into Irish Lake, whence there is a chain of lakes and creeks to Gananoqui, on Lake Ontario, passing through a country abounding with minerals, iron, lead, copper (supposed), marble of the purest quality, serpentine, potstone, and sandstone.

Eight miles from Maitland's Rapids is the station of Merricksville, in the neighbourhood of which are extensive settlements,

called the Upper and Lower Rideau, principally cleared and owned by emigrants from New York State. Merricksville is now almost a town, with good roads, and rich land surrounding it, a direct communication being had by land with the St. Lawrence at Prescott. Here are three locks, all detached, and a dam, the excavations being in fossil limestone, with a canal 1050 yards in length, with a strong block-house for the defence of the locks.

Two miles and a half more bring us to Clowe's Quarry, where there are a lock and an extensive dam, and within 300 yards are a dam and canal, with two locks of about 1120 yards, cut through rock. This work is called Nicholson's Rapids, and about a mile and three quarters from it is the station at Burritt's Rapids, with a lock, dam, and a canal of a mile and a quarter in length, with a curious permanent wooden bridge, high enough to let the steam chimneys of the boats pass under it.

The river Rideau becomes now the channel for twenty-five miles and three quarters, till you reach Long Island, where there are three locks and an extensive dam, with a fine sluice-way.

Five miles and a half bring us to the Black Rapids of the Rideau, after passing Goodwood River, which leads to the village of Richmond, a thriving settlement. Here there are a single lock and a dam, four miles beyond which is the Hog's-back. Two locks are constructed here, and a stupendous dam, which has caused more anxiety and trouble than all the rest of the work put together. It was entirely destroyed by the breaking up of the frost in the spring of 1828, although the masonry had been nearly completed as high as thirty-seven feet, and it took another year to replace it, when it was again almost destroyed by a similar cause,—the water in the first instance having forced its way through the banks against which it rested, and in the latter through

the very centre. Nothing daunted, however, by those vexatious failures, it was again undertaken, and is now a proud monument of what can be achieved by perseverance and industry. This dam forms the great sheet of water which is traversed to the Black Rapids, and deserves more than a partial notice.

We are now at the spot where the canal enters the Rideau River, and four miles from its exit into the Ottawa. Between these points we pass Hartwell's Station by one mile of cutting, and here there are two locks; thence, to Dow's Great Swamp, by an excavation of 700 yards.

Dow's Swamp has been converted into a pond by enormous embankments, and from it the canal proceeds for half a mile to the Notch of the Mountain; thence, another embankment shuts in the water for two miles.

The great mass of work is now approached, which forms the exitus of the canal. A deep

cut of three quarters of a mile, commands notice from the traveller; its average depth is twenty-five feet, through stiff clay, and it was executed with infinite trouble and labour. A basin surrounded by an embankment, with flood-gates to drain the canal, merits notice; and the stupendous system of locks, eight in number, cannot be adequately described in a small space. They have a total lift of eighty-one feet from the surface of the lowest summer level of the Ottawa, and are built of a durable limestone hewn out of the surrounding rocks, and cemented with an excellent material discovered on the opposite shores of the Great River, which has been extensively used on the whole line, and is known by the name of Hull cement.

The tourist has now arrived at the Sappers' Bridge, and at By-Town, which is 328 miles distant from Toronto, 157½ from Kingston by the old route, 127½ by the new, in 45° 24′ north latitude, 75° 53′ west longitude. To Montreal is 128 miles, and to

Quebec 308 miles. The nearest town on the St. Lawrence is Prescott, and the nearest part of the American frontier is Ogdensburgh, a large village opposite to Prescott. This rising place is situated at the confluence of the Rideau and Ottawa rivers. The Rideau is so named, from a fall near the mouth which resembles a sheet, or curtain of water.

The canal is near this *embouchure* at Entrance Valley, where the banks of the magnificent Ottawa are very steep and precipitous; the right bank being 200 feet, and the left 170 feet above its bed. The floods of the Ottawa have been known to rise as high as twenty feet, after the melting of the snows in the north-western regions, where it takes its rise, and it is subject to these floods periodically, between the beginning of May and the latter end of July. The extraordinary difficulties which Colonel By overcame at this station, may be therefore appreciated, when it is also known, that

his excavations had to be made in a soil containing numerous springs, and interspersed with masses of erratic rocks. He was fortunate, however, in having excellent building-stone on the spot, and in obtaining good river sand from the mouth of the Gatineau, at about two miles distance; and excellent puddling clay was thrown up in digging the basin.

Colonel By's untimely death, after completing, in little more than five years, one of the most extraordinary existing specimens of human ingenuity and perseverance, was regretted by the country, and that it was caused in a great measure by anxiety of mind, there appears to be little doubt. The traveller sees his monument in the town which bears his name, and there the memory of John By can never be obliterated. There he is beyond the pale of envy, of jealousy, or of depreciation. There, if you desire to know his talents and his genius, as is written

in St. Paul's Cathedral, of a greater man—"Circumspice."

The town of Upper and Lower By-Town, attained an extent and importance in little more than one year after its foundation, unparalleled even in the annals of the west. It is built on opposite sides of the valley, the lower being the business portion, and the upper the site of residences chiefly. The streets are laid out as regularly as the nature of the ground will admit, and are a chain in width. From the lower town, a fine and picturesque road leads to the house where Colonel By lived, a neat and somewhat elegant residence, from which one of the finest views in Canada presents itself.

Here the splendid falls of the Chaudière are presented to the eye as in a picture, the whole river being commanded at once, and its dark deep waters, intermingled with the sombre rocky shores and islands, the boiling foam and surge of the cataract, the deep

masses of wood, and the misty rainbows created by the falls, form a whole which it is impossible to describe. Below, the stupendous system of rocks is visible; and on the right, the extended cultivation of the township of Hull, with the distant blue hills of Lower Canada, and the broad sweep of the majestic Ottawa; whilst, to the left, are the forests through which the canal passes, Lower By-Town, neatly built, and the lofty bank opposite, with the barracks.

Probably, there is scarcely any landscape in America more beautiful and interesting; and, by ascending another fine road from the Upper Town to the barracks, military hospital, parade ground, &c. it may be somewhat enlarged, by obtaining a more extended view of the deep-rolling dark Ottawa, second only to the St. Lawrence in grandeur. This view, however, is curtailed of part of the falls of the Chaudière.

The fine cut stone-bridge connecting the towns should not be unnoticed; and here

Colonel By undertook another herculean task—to connect Upper and Lower Canada by a series of bridges across the Ottawa river. This river comes from the unknown countries to the south of Hudson's Bay, and flows with a south-western course, continually augmenting its volume, but frequently much impeded by cataracts and rapids, and expanding often into lakes. Its average breadth between By-Town and the confluence of the St. Lawrence, near Montreal, is about half a mile. Above By-Town, it expands into Lac Chaudière, Lac-du-Chat, and Lac-aux-Allumettes, all broad and very extensive sheets of water, interspersed with beautiful islands; and between these lakes are innumerable rapids and falls, leading through the Algonquin hunting country, after passing the high ridge which borders Lac-du-Chat.

As far as Mataouen Bay, where Petite Rivière runs in, in latitude 46° 40′, longitude 78° 50′, the river is well known to the fur-

traders and lumber-men, and produces annually from its vicinage immense quantities of the finest timber, which is floated down to Montreal for exportation. Many settlements are forming, and townships opening every year as far north as 45° 40′, chiefly on the Upper Canada side of the Great River; and here, on Lac-du-Chat, the chief of the M'Nabs is domiciled with his clan.

From Mataouen Bay, it is conjectured that a water communication will be ultimately gained through Petite Rivière, the Turtle Lakes, the Great Lake, Nipissang, and the Rivière des Français, with Georgian Bay, on Lake Huron. This route has been frequently traversed by the fur-traders and north-west *voyageurs*, and the attention of government, of late years, has been drawn to this important section of the province.

The main body of country lying between Lake Huron and the Ottawa, has been traversed by officers of engineers, from the east

shores of Huron towards the Nipissang, and from Lake Simcoe across the southern part to the Ottawa, by a chain of rivers and small lakes. This part is crossed by a rocky ridge of high lands, and was supposed to be generally unfit for cultivation; but recent experience has shown, that these rocky belts separating the waters which flow into Huron, Ontario, or the St. Lawrence and Ottawa, are generally narrow, and abound with metals and minerals, whilst the intervening lands are rich and fertile. The new townships of the St. Lawrence and Ottawa frontiers are now extending across this tract, and since the last military exploring party crossed it, have reached to within a short space of the chain of lakes. Mr. Sheriff explored the section of the Mississagua and Algonquin hunting grounds, between this chain and Nipissang Lake, and reports very favourably upon it. Should a water-road thus be formed between the Ottawa and

Huron, a country will be at once opened up, on which a million of settlers would find employment and a home.

The traders had given such formidable accounts of the dangers and difficulties attending the Nipissang route, from Montreal into Lake Huron, that it was supposed to be folly to imagine that it could ever be established as a highway to the far-west. The chief difficulties are, however, really to be found in the Ottawa itself. The Chaudière falls at By-Town, with the short rapids of the Little Chaudière, the Remok, and Des Chenes, make an obstacle of about seventy feet within five miles of By-Town, which is overcome without difficulty by constructing a canal into Lac Chaudière from the Rideau navigation.

Above this, the Chaudière Lake extends for thirty miles, through settlements on both sides. At the head the river descends in fifteen falls, averaging about twenty-five feet in height, over a precipitous range of rocks,

and extending a mile and a half, amidst the most romantic and beautiful scenery.

Above this is the Rapide-du-Chat, which is two miles long, amidst numerous islands and falls, fifty feet or more; but there is a detached channel on the Upper Canada side which admits of improvement. Two miles upwards the Mississipi River falls in. Here there is a succession of small rapids, of about fifteen feet descent, and a mile long. Excellent limestone is found for many miles along this route.

Lac-du-Chat is sixteen miles long, and in some places two miles broad, such is the volume of water poured through it by the Ottawa, the Mississipi, the Madawaska, and the Bonnechère. Here are the townships of M'Nab and Horton, where beautiful farms may now be seen stretching along the romantic bold coast of this noble stream, in situations where, a very few years ago, the forest was unbroken save by the axe of the lumberer.

In Lower Canada, on the opposite shore,

lies the township of Clarendon, which is becoming populous; and near the head of the lake there is the site of a boom, to retain the timber floated from the upper country, which now chiefly supplies the British market, from sources said to be inexhaustible; the whole country through which the Ottawa passes, for hundreds of miles, being covered with immense pines of the very best quality.

Proceeding upwards beyond Lac-du-Chat, the river contracts, and becomes turbulent, rapid, and channelled by innumerable islands for nearly fifteen miles. The most difficult part of it is at the Rapide-du-Fort, nearly a mile long, beyond which the water runs strongly for three miles more to the Sables, which is short and easy.

The Ottawa then divides itself into two branches, and forms the great island of the Calumet. That of the southern is the Rocher Fendu, which is full of rapids. The northern channel, a mile beyond the Sables, has a noble unbroken fall of two hundred feet in

breadth, by about ten in descent. Another mile brings the traveller to Rapide Derange, and about as much farther to the Grand Calumet Rapids, a series of small and beautiful falls. The whole of these obstacles are found in a space of eight miles, and probably are, taken together, more than one hundred feet in height.

At the southern end of the Grand Calumet commences a series of lakes, leading to Muskrat River, and communicating with them is a good lumberer's road; whilst at the northern end is a small settlement; and by this route, which cuts off a great portion of the Ottawa, the *voyageurs* usually proceed for twenty-eight miles, until they again approach the great stream near the Allumette Lake.

The main route is about double this distance, and as it lies in a comparatively level country, which has been opened by the lumberers, the navigation is capable of improvement.

The Muskrat route, although more direct,

does not admit of comparison for canal operations, as owing to the conformation of the land, an extra lockage of about seventy or eighty feet more than the ascent of the Grand River would be required; an outlay too considerable to enter upon. The Muskrat country will, however, continue to be the main road for years, and being very fertile, it is being rapidly settled, the only drawback being the difficulty of access for want of roads.

The river is free from rapids, after passing that of the Grand Calumet, for fifteen miles, rolling through precipices of limestone of the most picturesque nature as far as the head of the island, where it is joined by an immense marsh. Above this, on the opposite shore, is a small settlement; and near it, in Lower Canada, a North-west Company's post, called Fort Coulange, on a lake, or expansion of the Ottawa, of that name, which is seven miles long and nearly two broad. Two miles beyond this the river again divides, and forms the island Des Allumettes, or Black River Island.

The south channel has a swift current for four miles, till it expands into Lac-des-Allumettes, which is ten miles long and two or three in breadth, terminated by a rapid for a mile, and again expanding into another lake of the same name. This is a very circuitous route, and the usual way is by the northern arm, called Quelle Butte, which runs straight for nearly eighteen miles, and is thus eight miles shorter. In this channel is the Chapeau Rapid, merely a swift current of short length, and the Quelle Butte Rapids, two trifling interruptions near the head of the island. The upper lake then continues uninterrupted by obstacles for ten miles, to the Deep River, near which is Fort William, a station of the North-west Company.

The Deep River is merely a local name of the Great Ottawa at this section, and forms a splendid navigation without current for twenty miles, amidst scenery of the most striking character, formed of precipices from two to seven hundred feet in sheer height.

The Deep River is then barred by a rapid called Les Deux Joachims, of a mile in length, which is succeeded for twelve miles by a strong current, and at the head of it are the rapids of the Rocher Capitaine and Caribou, of about a mile and a half.

Here the scenery is very striking, and the river again becomes tranquil for ten miles, till it passes over the Deux Rivières, where this grand stream breaks through the ridge of mountain country, and is narrowed to a few yards, and enclosed by rocks towering to the altitude of four or five hundred feet above its turbulent waters.

The obstruction is great at this point, and for nearly two miles upwards, to a place called Décharge-de-la-Trou, and then the stream continues navigable to petite Rivière, about twenty-five miles above the Décharge at the forks, or Mataouen, about 180 miles from By-Town, or 300 from Montreal, where the Nipissang route begins by a westerly course to Lake Huron.

The chief obstacles to be overcome on the Ottawa amount to seven; the rapids of the Chaudière, five miles in extent; those of the Chats, two miles; the Calumets, about eight; Quelle Butte, one and a half; Deux Joachims, the same; the Rocher Capitaine, and the Deux Rivières, two miles; in all, about one and twenty miles, or much less than was overcome by the Rideau canal, and with every facility arising from abundance of timber or stone for building, being always to be found on the spot.

Should this ever be completed by the government, the province of Upper Canada will perhaps be the seat of a future nation, whose internal resources may become so vast and preponderating, that some of the neighbouring northern states would sink into comparative insignificance. Surrounded and crossed by canals, lakes, rivers, her industry will command the west and its unfolded wealth. Imagining a belt embraced by the St. Lawrence, the Ottawa, Huron, Erie, and

Ontario, containing a population of millions, derived principally from Britain, the statist can easily divine the position they might maintain, and how prudent it must be to hold the dominion of England over this fertile empire as long as possible, closing the links of connexion by every act of kindness, and securing in the new world a future British power, unlike that which is advancing to completion in the United States; where, from the great mixture of races, British feelings and British connexion have given way before a flood of undefinable notions about liberty and equality, mixed with aristocratic wealth, slavery, and bigotry in religion. The United States of America, proud as the position really is which they achieved from foreign aid when England was entrammelled in a fierce and lasting war, and by the rebellion of Washington, are not now the United States which Washington created. The seeds of disunion have been sown since the last British gun fired its

farewell shot, and "the tattered colours of England were wound slowly up; last in the field, and almost lords of it." Those seeds have germinated, have taken deep root, and have already grown up to goodly height: like the century-flowering aloe, the plant is approaching its slowly developed frutescence, and the time is nearing fast, when a terrible ordeal must be gone through, in order to check its luxuriance.

No people in the world are better aware of these facts than the Upper Canadians; no people are less inclined to participate in the struggle which will pay the deep debt owing by America. The negro lifts his chained hands in daily prayer; the council-fire of the red man burns constant and bright over the deliberations of his wrongs; the Mexican invokes vengeance for the treacherous invasion of the Texan soil; the Upper Canadian has a deep disgrace to wipe out; —England, with all her wonted magnanimity, cannot forget that her natural foe

was twice called in to embarrass her, at a time when all the world was in arms against her. Even the French Canadian desires no fraternity; and the patient suffering Irishman remembers, in his orisons, the insults to which he and his beloved religion have been subjected, in a country professing unequivocal freedom of thought and action.

These blots must be erased; the proud pre-eminence of America must rest on surer grounds; and, instead of an insatiable desire for aggrandizement and name, she must steadily pursue the peaceful arts, which alone will raise her to that rank amid the nations of the earth, which, from her position, and the intelligence and industry of her people, she may thus speedily attain, without any absurd dream about the empires of the old world tottering, the planting of the standard of stars on its shores, and such like puerilities — unworthy of a thinking nation.

CHAPTER VI.

RETURN TO QUEBEC. AN EXPLORING PARTY.

The Far-West—The Cauldron of the Ottawa—By's Bridge over the Ottawa—Extraordinary Work—Carried away by Ice—Renewed, and again Destroyed—Singular Property—The Climate of Canada—Exploratory Expedition made in with Lord Aylmer—Falls of Beaumont—Beautiful Scenery—The Outarde—Crane Island—Horrid Murder by Irishmen—Dislike of the Irish in Canada—The White Porpoise—Mont Diable—Pilgrim Island—Nondescript Fish—A Dilemma—A Whale—Singular Rock—Cod-Fishing—New Brunswick.

I HAVE been thus particular in describing the Ottawa, because the government has turned its attention towards it; because it is the principal source whence the pine-timber of commerce must be sought for in the event of a northern war; and because,

by this magnificent stream, hitherto but little known excepting to the lumberman, or the *voyageur*, it is conjectured an opening to the far-west will be attained from Mataouen Bay, in 46° 30′ north latitude, 78° 45′ west longitude, by the Petite Rivière to the Turtle Lakes, thence to the Great Lake, Nipissang, and by the French River to Lake Huron, in Georgian Bay.

From the mouth of Petite Rivière to Lake Nipissang is about fifty miles by the Turtle Lakes, which are the sources of this river, and in it are ten obstructions; two being falls of from fifteen to twenty feet in altitude, the rest small rapids. Between the Turtle Lakes and Lake Nipissang is a flat of eight miles, which forms the height of land, and is about fifty feet above Lake Nipissang. Thence, through the lake it is about forty miles; and by the French River, a very large body of water, it is seventy more to Lake Huron; the mouth of this latter river being in 46° 30′ north latitude, and 78° 45′

west longitude. The French river has only three obstructions: the Chaudière, at its outlet from Nipissang, where there are several small falls; the Parisienne, a very short strong rapid; and the Recollet, about ten miles from the mouth, where there is a fall of nearly twenty feet.

The whole fall of this river from Lake Nipissang, as far as can be ascertained, is about 150 feet: thus, the height of land is about 200 feet above Lake Huron, which is at the distance of somewhat about 100 miles, and the fall from this height towards the Ottawa being supposed somewhat greater, places the Ottawa at Mataouen Bay below the level of the Huron, and entails heavy lockage in that short space. The traders call the distance, altogether, 160 miles; but they generally exaggerate comparatively unknown routes, and it is supposed not to be more than 130, whilst the whole distance from Montreal to Lake Huron by the Ottawa, may be stated as about 450 miles; the expenses of canal-

izing which, with what has been already effected as far as By-Town, would not be so great as the outlay necessary to render the St. Lawrence navigable; it would be quite secure from foreign invasion in case of war, and give an immense advantage to Canada by the command of Huron and the western route.

Having now, however, tired the reader's patience with descriptions of out-of-the-way places in Upper Canada, it is time I turn towards similarly situated ones in the lower country; and, therefore, we shall only just take a peep, *en passant*, at the Cauldron of the Ottawa and By's Bridges.

One of the most picturesque, wild, and stormy falls in Canada, is that called the Chaudière, or Cauldron, of the Ottawa. It is situated at By-Town. The River Ottawa, or the Great River, as it is called, divided the ancient province of Lower Canada from its more youthful sister; and here, Colonel By, with his usual energy, undertook to connect the flourishing settlements of Hull, by a

series of bridges, with By-Town, in order to obtain supplies of materials and provision, and to open up a fertile tract of country.

As the falls are divided by rocky islets, and are only broad at one spot, Colonel By formed a series of stone and simple wooden bridges, connecting the shores and islets, until he came to the great space immediately in front of the Cauldron, over which he threw an arch of timber-work two hundred and twelve feet in span. This chasm is in front of a roaring, turbulent cataract, thirty feet in sheer descent, in which it was, of course, vain to look for any support from below, by piles, or other substantial contrivances. The mode he took was, to make a rope bridge, mixed with chain-cables, upon which a series of trestles was placed, and on these the timber arch was gradually and successfully laid, a large barge having been, with infinite labour, previously moored in the middle of the torrent, upon which a very strong trestle was fixed, to secure the crown

of the arch from sinking during the formation of the roadway and work.

The spring of 1828 was remarkable for a heavy flood on the Ottawa, and masses of ice having floated down the falls, struck the barge, with such force, that the bridge, then nearly complete, gave way, and sank into the roaring torrent.

Colonel By, nothing daunted, set to work with renewed vigour; and, having a thorough command of suitable timber, strengthened his rope and chain-cable bridge; and, by the end of the same year, triumphantly passed over the first bridge ever thrown over the Great River. Either from the rotting of the wood in a situation constantly exposed to spray from the falls, or from a defect in the mode of bracing the bridge, it settled by degrees for several years, until, in the autumn of 1835, or seven years after its completion, it again gave way.

The attempt was, however, a bold one, and deserved better success, though it is

now questionable how far the expense of reconstructing this bridge would answer in the present state of the settlements on the Lower Canada side; and, as wood-work in so exposed a situation cannot last longer than By's bridge did, without an almost total renewal, it is doubtful whether any thing short of an expensive cast-iron structure, kept constantly painted, would do. The great bridge, about a quarter of a mile in length, over the Cataraqui at Kingston, the other end of the Rideau Canal, decayed so very much in less than ten years, without being subject to a continual moisture from spray, that it was necessary to form expensive piers to support the centre part of most of the spans, which were simple straight structures; and soon afterwards nearly the whole required renewing and supporting.

Wood used for bridge-work in Canada is commonly green; and, in a climate subject to excessive heats in the summer, and excessive cold in the winter, with severe alterna-

tions of frosts and thaws in the spring and fall of the year, cannot be depended upon for more than from seven to ten years. Iron, on the contrary, by an extraordinary property inherent in the air of Canada, does not rust, as it does in other countries nearer the sea. I have observed an iron thirteen-inch sea-service mortar, which has lain in a battery near the dock-yard at Kingston probably for forty or fifty years, and does not exhibit, although lying on a decayed bed of oak, the smallest symptom of rust, its surface being converted into a bronze-like tint, so nearly resembling old brass, that for years it has been called the brass ship-mortar, and supposed to be very valuable. Iron roofs last in the same way; tinned iron plates on roofing remain bright as silver for years, or until some accident opens the nail-holes to the rain, when the thin iron corrodes. It is therefore very probable, that a well-constructed iron bridge, kept duly painted, on account of the continual spray of the falls,

would last as long over the Chaudière as in any other situation ; whilst a timber bridge could never be depended on, or kept in a state of soundness, the decay always occurring first in the joints or mortices, where it cannot be seen or remedied.

But time presses, and we must leave By-Town and By's bridges for the eastward, and passing down the Ottawa and St. Lawrence, state the results of an exploratory expedition from Quebec, during the administration of his excellency, Lord Aylmer, then governor of British North America.

The governor-general, wishing to make himself acquainted with parts of the province seldom visited, ordered the colonial armed brig Kingfisher to be prepared for a cruize to the gulph, the shores of Labrador, Anticosti, Bay of Chaleurs, Maddalen Islands, Restigouche River, and Newfoundland, and embarked with his secretary, Colonel Glegg, Dr. Stewart, of the medical staff, and myself.

Such an excellent opportunity was not to be lost; and I accordingly kept a journal, and sketched views in the countries visited. This journal will be embodied in the following chapters, without reference to exact time, as many things were seen, observed, and revisited afterwards.

The vessel in which his lordship embarked lay at anchor about two miles below Quebec, in a position commanding a full view of that ancient capital, at the most striking point from which it can be observed. Its silver roofs and spires showed throughout the whole length of the city, and the splendid sheet of snow-white foam rushing down the steeps of Montmorency, flanked on the left by two sparkling rills, with the mixture of cultivation, forest, and beautiful park-like scenery on the Isle of Orleans, with the flowing, deep and majestic river wending its mighty course to the ocean, formed together a noble scene. At a distance, the deep green of the foliage in early autumn, and the whitewashed houses

and cottages of the French Canadians scattered thickly along the shores, give this scene the appearance of a vast encampment.

The right bank of the river is almost one continued belt of cultivation, spotted with those pretty whitened farm-houses and villas, with every now and then a parish church and its glittering tin spire.

Proceeding a few miles down the river, we saw the pretty and most picturesque falls of Beaumont, where rocks and water contend for mastery.

We anchored the first night off Isle Madame, nine leagues from Quebec, in a strong clay bottom. Here the view was very fine. On the north shore we observed the lofty Cape Tourment, with a long range of finely outlined mountains of a deep blue hue, stretching away to the north-west, but partially hid by deep masses of cloud, which continually altered, and only now and then exposed the hoary crown of the Cape. In front of this bold back-ground, was the

highly cultivated island of Orleans, famous in Canadian history, with Ile Madame and the frowning headlands of the north channel.

Seaward, the rocky islets of Grosse Ile, which is the quarantine station, Crane Island, &c., all of a deep blue, in the distance, with the numerous sails running past to the city of Wolfe, from all parts of the world, the agitation of the river under a fresh north-east breeze, and the long line of cultivation and houses on the south shore, made a picture which must be seen to be felt.

The breeze being adverse, we anchored under Crane Island, and went ashore on a beach singularly formed of grey-wache slate rocks, constituting a difficult access to the island, which rises very slowly. Having walked upwards through a pretty wood path to the summit, and passed several Canadian houses, amongst others, one belonging to a captain of militia, distinguished as usual by a tall pole in its front, we came to a spot where, although the land appeared very poor,

the view over the other island was romantic in the extreme, the poplar rising above the maples, beech, oaks, and elms, and mingled with rocks, water, islands, and Cape Tourment's bold bluff peering over all.

Here I saw, for the first time, a couple of tame outardes, a very fine Canadian bird, as large as the wild swan, of an earth-brown colour, with a long serpent-like neck, marked with a black band near the head, and its breast and belly of a light brown. These birds had a little rushy pond to live in, and were surrounded by a progeny of seven cygnets, resembling large brown goslings. The female had a wooden yoke on her neck, to prevent her straying through fences. They are kept by most of the families on the island as decoys in the spring, when there are bridges of ice to the battures, or low grassy islands. The *habitans* place these tame birds in position, and ensconce themselves in huts made of snow or ice, where they kill many others, and send them to Quebec

market, the flesh of the outarde being deemed a delicacy.

These beautiful swan-like birds would be very easily domesticated in England, as has been partially proved, and be very ornamental in parks and pleasure-grounds. There is a variety with less serpent-like heads and necks, and not so tall, in Newfoundland, where they are tamed, and mix with the other poultry without much difficulty.

After wandering for an hour, we returned on board.

On the main south shore there is a large village, called St. Thomas, where many wealthy Canadian families reside, and near it is a broad cascade, the noise of which we could distinctly hear, although four miles distant. Ahead of us appeared the *paroisse*, or parish of St. Ignace, which is very populous.

Crane Island contains about two hundred and fifty families, and Mr. M'Pherson, its proprietor, demanded £15,000 for his seig-

nory, which he wished to dispose of, consisting of Crane and Goose Islands, which are joined by a low alluvial flat, or, as it is here called, a salt marsh, of great value for its hay, which we saw in long stacks. It is a resort of much note for the sportsman, as snipe, plover, outarde, and wild geese, frequent it in the spring and fall. Mr. M'Pherson's house is pleasantly situated, but the landing is not very good, owing to the sharp abraded rock, which here we observed passing into clay. I obtained some indifferent specimens of Quebec diamond (quartz) here.

The proprietor's house is well built, and has a good garden, where we saw the wild cherry of Canada (*Prunus Pennsylvanica*) under culture, and thriving luxuriantly. Melons were ripening, and there was a tolerable apple orchard, with a field of wheat. Oats and barley were, however, the chief products, and looked well, but the straw was poor.

The greywache rock is here compact enough to serve as a building stone for walls. For chimnies, or other work requiring resistance to heat, they use stone from St. Ignace, as the fire opens the slaty structure of the greywache.

There is a bank in the St. Lawrence, opposite Mr. M'Pherson's mansion, called Madame Boyeau's bank, which it is said gets shallower, and is dangerous in the spring, when the ice piles up upon it.

Here, at nightfall, I observed a scene worthy of Claude Lorraine's pencil. The sun went down rather hazy, but exhibited till near nine a beautiful picture, backed by the bold mountains of the north shore, set in the frame of a rich subdued red sky, mingled with yellow, whilst all the other shores and the river were shaded by a cold gloomy tint, showing the continuous line of farms, churches and villages, by their white contrast.

As this work is professedly discursive,

and it is my object to relate every thing I saw or heard worth noting, I shall now give my reader a little episode. The Canadians of Crane Island were so terrified when we touched there, by a dreadful murder committed by some Irish vagrants, on two industrious men, that they would not permit an Irish labourer, who was working on the island, to remain among them. Some masons employed by the proprietor refused to work, and his whole seignory was in arms, because he kept this innocent man. Mr. M'Pherson was actually obliged to hire an English labourer in his place, from some of the ships, and to discard poor Paddy.

The murder was one of great atrocity. Two brothers, one of whom had been a half-pay lieutenant in the navy, were employing themselves in finding lost anchors in the foul grounds of this part of the St. Lawrence, and were very profitably engaged, having amassed some money. They fell in with these wretches at Quebec, and hired them

as working hands. The Irishmen had built a turf hut on shore, which attracted the notice of the Canadians, who had never seen such an edifice before, and in it the brothers sometimes lived when their occupations prevented their reaching a farmer's house, where they generally lodged. With this farmer they had deposited a box, containing about a hundred sovereigns, which they gave him strict directions to take care of, and not to deliver to any one but themselves. Not having been seen at the farmer's house for four or five days, the people went to the hut, but not finding the brothers, they thought they were gone.

The murderers, in the meantime, applied to the old farmer, and to his equally aged wife, for the box, in the names of the brothers. The old couple resolutely refused to deliver it to them, and these villains were about to proceed to extremities, when, very fortunately, four or five countrymen happened to come in, and the rascals decamped and

were seen no more. Some one happening to go near the hut upon business the next day, saw an arm projecting from the earth, and the place was soon searched, when one body was found interred, after being slaughtered by the blow of an axe on the head. The other was subsequently discovered, and it appeared this unfortunate had met his fate from a musket-ball.

No trace of these ruffians had been found when we landed, although the murders took place several weeks before. It is thought that they obtained very little booty, as the box the brothers had with them was known to contain merely a few notes.

The dislike of the Canadian peasantry towards the lower classes of Irish is said to be very great. We were told that they received an English vessel with English settlers afterwards with open arms, and we saw the gardener, a Wiltshire man, whom Mr. M'Pherson had hired, in his smock-frock, in high favour with the islanders.

The smock-frock afforded a great fund of talk and surprise to Jean Baptiste.

Proceeding with a fair wind from the south-west, we left Crane Island, and passed, during the day, Grosse Ile, now the quarantine station; Pillar Boisa, a pretty wooded isle; the South Rock, a very romantic spot, rising in perpendicular masses, and covered on the top with sea-fowl, where there had been formerly an old telegraph station; and Ile-aux-Condres appeared in the distance after passing Goose Island.

The south shore is, in this portion of the St. Lawrence, one continued display of villages and cultivation. We passed the floating light, a large well-formed two-masted vessel; and saw the new college of St. Anne, and the shores of the River Ouelle. On the north shore, the highlands of Mal Bay are grandly picturesque, and well cultivated, the land being apparently good.

Passed Kamouraska, a sea-bathing place

for the Quebeckers, and a most extensive and flourishing settlement.

This is the portion of the St. Lawrence where the white porpoise is seen, and we observed many near the Travers and Mal Baie. The white porpoise is dazzlingly white, and I think must be the *delphinus apterus beluga*, or white whale of the icy seas, as described by Pennant and Shaw, which is known to quit those cold climes for rivers in summer. It lives on cod, *pleuronectes*, or flat-fish, and has a small elongated head; both jaws equal, and nine or ten small blunt teeth, which are distinct, and differing from each other, the largest being near the muzzle. It has a longitudinal projection on the back, and the pectoral fins are broad and oval, eye small and blue, with the spiracle in the anterior portion of the head. It is singular that this creature should confine itself to this portion of the river. Perhaps, as it is close to the gulph, the food it uses is found here more

plentifully. The white porpoise is not an object of commerce.

We passed Mont Diable, a very singular conical hill, with two lower ones on the south shore, near St. Anne's; and as the white porpoises indicated the vicinity of the estuary of the noble river, we prepared for sea-fishing, and for catching mackerel, which are very abundant in that locality.

Here we had the Pilgrim Islands to our right, the rocks of Hare Island to our left, covered with wood, and on the south shore the mouth of the Rivière-du-Loup, where the celebrated new road of the portage of Temiscouata, from New Brunswick, comes out upon the St. Lawrence, and by the possession of which the Americans seek to control the navigation of that river.

We anchored off the west end of Hare Island, at two miles distance, at six in the evening, the barometer having fallen very suddenly, and remained until next day, during a shift of wind to the north-east, with

rain; but, on account of fog and rain, we could not proceed again farther than the Brandy Pots, a rugged, rocky, picturesque islet, about two miles below, this part of the navigation being hazardous. We, however, spent the time in preparing nets, duck-guns, in making ready for explorations, and in sending our people ashore with the seine. But they caught only a small basket of flat-fish, of the flounder kind, one small cod fry, and a curious looking fish about a foot long, dark brownish-green back and belly, spotted beautifully with large yellow maculæ edged with brown, like a snake; its mouth was very wide, and it had wing-like pectorals, with two projecting dorsal fins, blue eyes, and was altogether frightfully ugly. I do not remember having seen it described, but shall call it the harpy of the St. Lawrence.

It was now the middle of July; birds were not very plentifully observed on shore, where the Indians had a fire in the woods;

and the hares, for which Hare Island is famous, were very scarce.

Finding the wind adverse, his Excellency landed with us on the south-eastern end of Hare Island. The landing was difficult, and the rocks consisted of greywache slate, on which some fine specimens of iron pyrites were found, and the long wavy thin veins of quartz in parallel lines, peculiar to that formation, and traversing the rock, which passed from its usual grey to Indian red. The governor put up two hares, and Dr. Stewart went with me round a bay, to look for ducks, and to mineralize and botanize.

We observed a thin sulphurous streamlet, and got ancle deep in a mud strongly impregnated with sulphuretted hydrogen, which was very offensive, even at a considerable distance. Our time being limited, and nothing very particular occurring, we put into a cove at the eastern end of the island, and found the rock there to be the same. The seine in the meantime had been hauled, but

only twenty flat-fish caught; so we started in the barge for the Brandy Pots, where we encountered a very strong tide off the south-west end of the islet, and landed on the south shore.

Here a singularly wild and beautiful scene presented itself, and the rock suddenly changed into a coarse conglomerate, passing rapidly to fine grained. This conglomerate, with its immense balls, contained some fine white quartz almonds; and its strange arrangement was visible at a great distance, looking as if all the giants had been busy pitching stones of every size into a mass of paste. The upper surface was vesicular, almost all the foreign particles having been washed out, and it was cut through and through by deep channels from the hills above. Where the greywache is pure, it changes from grey to a buff or yellow ochre, which is visible for miles at sea.

Dr. Stewart picked up many interesting botanical specimens; and, altogether, the

Brandy Pots, notwithstanding their very anti-temperance designation, is an island well worth the prolonged visit of a naturalist. It is easy of access, the vesicular surface of the rock rendering walking safe, and there is a fine deep natural section on the south-west end. Several white porpoises were seen, but only two flat-fish caught here in the seine.

The top of the island is covered with wood; but we met with no birds, and only saw a large gull's egg. Our visit was however very short, as the sky appeared threatening, and the brig was five miles off, when a very heavy storm of rain, thunder and lightning overtook us; the rain so heavy as to fill the bottom of the boat. Having trusted that the wind would hold, we stood directly for the vessel, instead of going inshore out of the flood tideway; and it was only with the utmost difficulty that we could eventually get on board, by means of an empty cask with a line, upon which, as soon

as we could catch it, we hauled, and were thus taken alongside.

When the wind came round in the evening to the westward, the storm ceased, and we saw several vessels anchored near us, outward bound, one of them recently dismasted. We then stood on for the gulph all night, in a fog, and the next morning at eight saw the high land above Bic Island, and part of the north shore. The river St. Lawrence is here twenty miles in breadth.

The only thing seen all the day was a solitary gull riding on a spar. The fog was almost constant, and the land very dimly observed. We passed Cape Chat at nightfall, and ran on all night; the land next morning at eight visible, with moderate weather, the thermometer seldom rising above temperate. Saw Gannets fishing, and tried for mackerel, but were going too fast to catch any.

At mid-day we were off Griffin's Cove, a small inhabited spot, backed by high moun-

tains on the south-west. To the south-west was another similar fishing-place, and here we first saw a large whale blowing. We were about fifteen miles from Cape Rosier, and made Cape Gaspé in the evening.

This is a very dangerous part of the gulph, the currents being swift and strong, the land high, bold, and consisting on the sea face of perpendicular cliffs, some hundred of feet in altitude. Detached from this awful wall of rock, at about seven or eight hundred yards from the Cape, is a most singular rock, about a hundred feet in height, called La Vieille, or the Old Woman; as in whatever aspect it may be viewed it looks like a woman's head, with the old-fashioned bonnet of the country people in France and England.

Here we saw several whales blowing about the ship, and I took in a piece of sea-weed by my mackerel line, which was twenty-four feet long, of a fine green brown colour, with a flat centre quite transparent, and the outer

edges regularly puckered, as a lady's gown is, with a double row of frills.

Whales were blowing about the ship all night; and we saw, after passing the Cape in the evening, two or three cod fishing-boats at sea.

We observed that the rock of the Old Woman must have formerly been a portion of Cape Gaspé, as the highly-inclined strata in both coincided; and the action of the sea being very violent here, has worn several large caverns in the base of the Cape itself.

We made scarcely any way all night, on account of calms, and next morning we were still near the horrid Cape, in foggy weather. Thermometer now 68°, indicating our entrance to the Bay of Chaleurs; and although foggy, it was warm and pleasant.

Early in the morning we had shoals of mackerel about the ships; saw three fishing-boats, and the high lands of Bonaventure in Chaleur Bay. Being, as the sailors term it, in the doldrums, we commenced cod-fishing

at half-past nine, and in less than two hours caught fourteen fish in 120 fathoms, off the edge of the Orphan Bank. One weighed fifty-four pounds, and the whole weighed together 236 pounds, the smallest being of six pounds weight. I observed in the stomach of one of these cod a small sole, and in another a stone and shrimps. The sole, it is said, is not found in the American seas; and if that be true, this cod must have made a voyage across the Atlantic with a very bad digestion.

The barometer was now steady at fair, and we had some distant thunder and rain. An inward-bound vessel passed us at day-light in the fog. We had now been seven days out of Quebec. At nightfall, the sun and moon being in opposition, the effect of the lines of light on the sea from each was very splendid.

On the 23rd of July, we proceeded very cautiously through the fog, sounding continually, although there was little or no wind. At half-past eight we had bottom at

thirteen, fourteen, and fifteen fathoms. An hour after, the current setting in very strong, a boat with compass and a musket was sent out, to search for the Canadian shore, as we could distinctly hear breakers astern, and supposed ourselves near Cape d'Espoir.

Soon after the boat went, a fisherman came alongside, and told us we were only a mile off, and about two from Ile Percée, or the Pierced Rock. The boat contained two men from Ance-a-Beauffet. Another then hailed us from the same place, which is a small fishing-station; we rang the bell and fired muskets to recall our boat, which did not, however, reach us for nearly an hour, when it confirmed the fishermen's accounts. We could catch no fish, but they soon caught us two mackerel, for which they had the modesty to ask a shilling.

These people told us they were a lawless set; meaning, no doubt, that very little law was to be had in Gaspé Bay. They were healthy looking, but their occupation must be

very laborious, as in good seasons they catch the cod from lines laid over each side of the boat into deep water, and upon these lines they must constantly haul as fast as they can work. Their boats are sharp at both ends, and appear slight, and very inadequate to the dangers of the situations they must be occasionally exposed to. The fog rolled up now and then, and showed us the rocky shore, with a glimpse of trees, and we heard around the voice and songs of the fishers.

About five, the wind rose a little from the eastward, and we got the anchor up; but soon after sailing, the water shoaled suddenly from ten to five and a half fathoms, when we wore ship and it deepened; but in standing from the shore it suddenly shoaled again. A partial clearing up of the fog showed us Cape d'Espoir, and we now knew that we had been running near the Leander Rock, so named from the Leander frigate having touched on it.

In the evening the fog cleared, and we saw the Canada coast, and we ran on until the middle watch, when the wind veered about to the westward, and it fell calm. At six next morning, a fine smart easterly breeze sprung up, and took us abreast of the northern point of Nipisighit Bay, in New Brunswick.

In crossing this wide part of Chaleur Bay it blew very fresh. At half-past ten we observed the settlements in New Brunswick, continuing all along Nipisighit Bay, on a low flat shore, backed by a dense impenetrable-looking forest. The south point is remarkable, having a large barn, and a long line of flats running out from it. The timber appears very large, and of mixed kind, or, as it is termed in the vernacular of the settlers of North America, hard and soft, signifying oak, beech, birch, &c., or pine. Pine lines the belt of shore.

CHAPTER VII.

THE MICMAC INDIANS.—THE BAY OF CHALEURS.

Grand Approach to the Restigouche River—Scotch Settlers at New Brunswick—An Indian Party—Important New Road—Micmac Indians—Singular Volcanic Mountain—Relics of French Rule—Price and Products of Land—Spring of Petroleum—Mine of Agate and Jasper—New Settlement of Dalhousie—Arrival of the Musquito Fleet.

The contrast between the lowlands of New Brunswick, and the bold abrupt highlands of Canada, as you narrow the Bay of Chaleurs, is very remarkable, particularly as we saw it when the Canadian side was so covered with dense vapour down to the water's edge, as only to allow the upper por-

tion of its grand blue outline to be visible, and the New Brunswick shore was all sunlight and cultivation.

We came to an anchor near Heron, or rather, Hareng Island, at the mouth of the river Restigouche, in the evening.

Nothing can exceed the grandeur and beauty of the approach to the estuary of the Restigouche. The pointed hills in the background; the deep green dense forest, with its patches of cultivation, and the clear blue of the distant mountains, form a picture of the most exquisite kind.

We got a pilot and made sail during the night, in order to get under shelter of the harbour formed by Migoacha Point. Migoacha in the Micmac language, means the Always Red, which is highly descriptive of the nature of the rock forming this coast.

Next morning we got up at three o'clock, and having breakfasted, started in the boats at half past four. We had hard work to get in shore, and rowed up towards the river

along the New Brunswick side, where we observed, at intervals of about a quarter of a mile, new settlements, on which, even at that early hour, the people were busily employed. They were chiefly Scotch. We landed at half-past six, near a cottage inhabited by emigrants from Ayrshire, and found that almost all the busy farmers we had seen at work were from that county. Their land was good, being of a loamy soil, and as the shore is lower than that of Canada on the opposite side, it is more easily opened and cleared.

Dr. Stewart joined me in an attempt to penetrate the forest, but we found it so dense and so obstructed by fallen timber, that we were at last obliged to return to the shore, and to keep the beach, which was composed of shingle, of slate, and silicious pebbles. I saw very little of the rocks here, as there was no good section, but afterwards ascertained, that they were of the coal formation, sandstone, and slate, stratified very horizontally.

Subsequent discovery gives ground for hope, that a great deposit of coal will be found in this part of British America.

In one place I saw a most remarkable deposit of a substance resembling littomarge, of a pure whiteness, and wherever the clay appeared, it was filled with round small rolled pebbles and iron-stone; and in one place, I observed a small section of this curious conglomerate approaching its last stage towards perfect induration.

We crossed a small bight in the boat to Point-à-la-Garde. Here the French had a blockhouse when they possessed the country, and here we found a settlement and clearance of some extent, with a good house, a store on the beach, and a scow and salmon weir. A scow is a large sized oblong flat boat, much in use in New Brunswick and Nova Scotia, and principally employed for conveying heavy burthens by poleing. The scenery is very soft and pretty here, backed by high land covered with forest, whilst the broad river

begins to narrow gradually, and the New Brunswick side becomes high and hummocky, which renders the views exceedingly picturesque.

After staying here a short time, and finding the beach difficult to travel, we re-embarked at a quarter before ten, and endeavoured to land at Oak Point, a very beautiful situation, with a good house on a hill, and two large stores on the beach, with a timber-pond, many horses and sheep.

We passed, in going here, a fine prominent round point, called La Batterie, where the French defended themselves against Sir Andrew Hamilton. Their little fort was a small earth-work, *à fleur d'eau*, and at the first discharge they killed fourteen men on board his vessel; nor was it without difficulty their guns were at length silenced.

Here the tide ran so strong at ebb, that as the wind also came down the river, the barge anchored, and the gig, in which I had volunteered with the captain, was made fast

to her, in order to let the men dine. We saw an Indian on shore, carrying his canoe on his head, and they fired three guns from the shore as a salute to his Excellency. As we could not by any possibility make the land, some of the men from the store came off in a canoe, and offered to land the governor-general.

The country began here to be well settled on the New Brunswick shore, and the land appears very good; but on the Canada side the river is closely bordered by high mountains.

We at last took the canoe in tow, and had a very hard struggle against wind and tide, and got on a series of flats, composed of shingle and mud, where our boats grounded continually; and at length the crews were obliged to go overboard, and pull through by main force, passing a salmon weir, for a mile and more. The scene was ludicrous enough: boat-hooks pushing, men like Tritons hauling through mud and weed. But at length, overcoming all difficulties like

true British tars, we got afloat again, and reached Point-à-la-Croix, where at a place known as Mann's landing, we were received at Mr. Christie's house at one o'clock, having striven against wind, tide, mud and shoals for not less than twenty miles. The channel of the Restigouche in this portion is very intricate and narrow; but vessels can at high water occasionally come up to this point, and the mission vessels of three or four hundred tons, load timber, nine of them having loaded that year.

The Bay of Chaleurs had already freighted from its different ports ninety sail of square-rigged vessels for the British market, with timber, and ten of the same class had sailed with fish; so that the importance of its trade may be jndged of, it being then only the latter end of July.

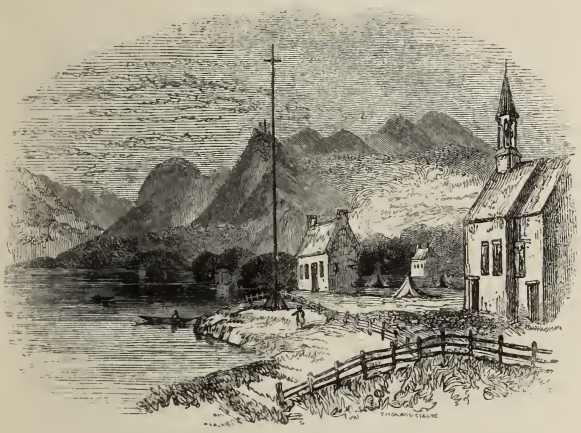
The tide-waters of the Restigouche reach for about ten miles beyond the Indian mission of Point-à-la-Croix. Here is the *debouchement*, or opening of the Kempt Road,

which is to open a communication between New Brunswick and Quebec. It commences on the shore of the Restigouche at the Calvary, or Mission Cross, and strikes over the country by the way of Lake Metapediac to Mitis, on the coast of the St. Lawrence, a distance of ninety miles. Six miles of it were well finished at Point-à-la-Croix, when we saw it, and twenty-four miles on the St. Lawrence side. It was well ditched and drained, and will be of incalculable service should a war with the United States respecting the north eastern boundary occur, as it affords a direct communication from New Brunswick.

On the opposite shore of the river is a continuation of this road to Miramichi. There is a post from Halifax by way of Miramichi to Dalhousie, at the entrance of the Restigouche, once a week, but the road is unfinished. If these roads are not completed, they should be, without further delay.

At Point-à-la-Croix is a most interesting

mission station of Micmac Indians, one of the few remnants of the once powerful nation of which I shall have occasion to speak.



A very beautiful situation has been chosen by their Catholic pastors for the site of a village and church, on an expansion of the river, surrounded by lofty mountains resembling the scenery of Wales. Here the river suddenly turns, and contracts to a narrow rapid bed, hemmed in by precipitous banks, and from it the Indians derive a large supply of the finest salmon ; whilst the timber

merchant floats his chief cargoes of pine down its rapid stream, from the comparatively unknown and wholly unsettled lands of the interior. The mission church and the curé's house are situated just above the beach, with a holiday flag-staff and high slender cross, backed by an irregular village of wigwams, strangely mixed with wooden sheds and wooden houses. Some of these have the luxuries of stone or brick chimneys and glazed sashes, and all are planted as it were in the midst of gardens, grass fields, and patches of Indian corn, jumbled together in defiance of regularity; with a placid, magnificent river in front, a beautiful shingley beach, lake scenery to the right, and overtopped by conical high abrupt mountains, covered with the eternal forest. At a few miles in the distance, those mountains display an immense gorge, through which the river seems to have cut its way, suddenly contracting its volume amidst their wildly grand scenery.

In front also, on the other side of the Restigouche, there is a fine prospect of cultivated land, mixed with scenes of a sterner character, stretching away into the mountain-fastnesses of New Brunswick, peak over peak; whilst boldly in relief against the sky, stands out one isolated mass, called the Sugar Loaf.

There is no place in the world more strongly exhibiting signs of volcanic action in a very ancient era than the country bordering this river, which separates Canada in the district of Gaspesia from New Brunswick; and there is no part of British North America where the pencil of the artist may meet with fitter employment in delineating sublime and interesting geological relations than here.

The cone called the Sugar Loaf cannot be approached without much difficulty, on account of the thick forest with which its sides and base are covered; but that very intelligent geologist and active officer of engineers, Captain Baddely, in 1831 was enabled to discover that it was formed of

trap-rock. I do not apprehend it exhibits any crater, for its summit, in its present state, could be reached only by cutting a passage through the wood, or by an extremely toilsome journey. It is one thousand two hundred and thirty feet in altitude, according to trigonometric data, but is much exceeded by peaks on the road side.

Nearly opposite the mission of the Micmacs, and under the Sugar Loaf, upon a flat belt, is a Scotch settlement, and a Presbyterian church was erecting. I was told most of the settlers about this region come from Arran.

Whilst I was sketching the singular scenes around me, the Micmacs were continually going in and out of the mission chapel; and at last an ancient man came, and in Indian style squatted down close to me, viewing in silence, and without intrusion, the progress of my pencil. He was soon followed by many others. This race of Micmacs are good-looking, very innocent apparently, and

under good *régime* by their curé, who was then Monsieur Maillot. They complained grievously to us that the whites had destroyed their salmon fishery; and yet they had just returned from an expedition up the river with one hundred large fish.

I walked along the beach, back to Christie's, in order to view a little section or two of the nearly horizontal stratification of disintegrating shells and conglomerates. In the latter were some nodules of coarse jasper. The shingle is here intermixed with silicious pebbles, some highly beautiful specimens of white crystallized quartz, and very coarse jasper.

Two old long French guns were seen on the mission beach, and the French in despair sank two of their sloops at this place, which are still to be seen at low water. Some silver spoons, pots for cooking, and other things which they buried, have lately been dug up.

Three miles up the river is a fine slate

quarry, which has been tried, and found to provide slates equal for roofing to those of Bathurst, thirty miles from Dalhousie, in New Brunswick, and they were used for roofing the jail in that place.

The tides rise here ten feet at the spring-tide, and thus small vessels may always reach the mission, which is likely to become of importance, as it is the central point between Fredericton and Quebec.*

Christie's is a very pretty settlement; and he, as we are told, gave £1050 for it. It consists of 1260 acres, thirty only being cul-

* The following are some of the distances from the mouth of the river:—

From Dalhousie, in New Brunswick, to Point Ainempko, or Point Look-both-ways, between the anchorage and the Narrows, being visible from both	6 miles
From Le Neim to Point-à-la-Garde	3 "
A-la-Garde to Oak Point	3 "
Oak Point to Point à la Croix	4 "
Point à la Croix to the Mission village	1½ "
From the Mission to the head of tide-water	10 "

Of course, by following the coast we made our distance much greater, but it blew too strong to take the straight courses.

tivated, with a good house and barns. The natural meadow was, however, in such quantity, that it had yielded 350 tons of hay: 180 tons had been sold in that year to the lumberers, for their cattle, at eight dollars, or two pounds currency a ton.

We left this interesting place at six, in order to prepare for meeting the Indians at the mouth of the river, and sailed away under a salute from a ship-gun mounted on a wharf, and the union-jack hoisted on a high pole above it. The wind, however, soon failed us; and being obliged to take to the oars, night came on before we made the harbour, and as the ship was at anchor under very high land, we could not make it out till the moon, struggling through a mass of clouds, gave us a glimpse, and we reached it after four hours hard work.

Near Point-le-Neim, in a ravine formed by a torrent, there is every indication of coal, which is washed down in the spring. I picked up a coarse slaty weathered piece.

This valley is near Robert Reid's, or Hoare's farm, and it contains also much iron-stone, whilst from subsequent examinations there can be very little doubt that all the neighbouring region is rich in carbonaceous matter. At Douglas Town, in the Bay of Chaleurs, is a spring of petroleum.

The Bay of Chaleurs affords a rich field for the mineralogist. Its conglomerates contain that beautiful bright red zeolatic mineral resembling jasper, which has been called Huronite, from being found plentifully amid similar rocks in Upper Huron. The direction of the strata is usually the same as those in the Atlantic region of the United States, amongst the transition and secondary rocks, or north-east and south-westerly—that of the course of the St. Lawrence from Newfoundland to Ohio; and here, in the traps, we find those curious amygdaloidal wachés, which accompany the porphyries and green stones of Lake Superior, which appear to pass so easily into each other.

Jasper, fortification agate, and cornelian are washed from these rocks by the force of the sea upon exposed beaches, as we found them either *in situ*, or so driven ashore, everywhere on the south-west margin of the bays of Chaleurs and Gaspé.

There are fine jasper pebbles at the mouth of the River Capelin, or Capeland, adjoining New Richmond; and at Tracadegash Bay, or New Carleton, near Monsieur Hyppolite's; but at Paspebiac is the great mine of agate and jasper, called Gaspé pebbles.

At anchor a mile and a half from the Canada shore, under Migoacha Point, we could see very plainly the new settlement of Dalhousie, in New Brunswick, and a promising country; whilst the Gaspé shore was covered with pine forests, mixed with black and white birch, the Canada balsam, the spruce and cedar, with only a patch of cultivation, scattered, now and then, and stolen, as it seemed, out of the forest; nothing relieving the monotony of the universal

green, excepting the banks of Indian red rock which were here and there unclothed, and the same bright hue stealing out from some inaccessible precipice of the mountains.

Here we stayed to receive the Micmacs, and at about ten o'clock saw the Mosquito fleet in all its glory, paddling in the Dalhousie, against wind and tide. The inhabitants began to come on board with petitions for the governor-general, and with offers of assistance. A very intelligent Canadian, Monsieur Hyppolite, remained with us.

CHAPTER VIII.

The Indian Fleet—The Old Chief—Preparations for the Council—Reception of the Governor-General—The "Talk"—Impressive Scene—The Recognition—Distribution of the Presents—Singular Taste in Head Ornaments—Handsome Indian Woman—Description of the Micmac Tribe—Recollections of the Canadian Indians—The Wigwam Camp contrasted with the splendid City—A Half-civilized Indian—Irresistible power of Old Associations—The Warrior's Tale—An Irish Family—Squatting—New Richmond—Remarkable Coast—Large Trade in Fish—Sudden Squall—Unique Scenery.

At eleven o'clock we saw the Indian fleet, with eighty-three men on board, paddling towards the ship, in company with a small schooner belonging to the mission. Every canoe had a flag flying. That of the curé was distinguished by a red ensign, with a white cross, the chief's by an old union-jack, and the others were fancifully composed of ribbons,

handkerchiefs, &c. Each canoe had three occupants, and all paddled up to the vessel in excellent order, firing an irregular salute of musquetry, and then the whole crews stood up and pulled off their hats to his Excellency the governor-general, who stood uncovered on the deck.

The curé, the chief, the interpreter, and some of the notables came on board, and the governor shook hands with the venerable patriarchal looking chieftain, a very fine old man, whose iron frame had been bent, but not broken down entirely, by the fatigues and privations of a forest life.

The interpreter spoke pretty good French, and his Indian dialect sounded very Italian. After a little talk, they again embarked, and stood in for a small bay on the Canada shore. The presents were then put into the barge, and whilst they were landing, I took the cutter, and some tents and flags, and followed the Indians.

Arriving on shore, I found they had

hauled up their canoes on the beach, and accordingly proceeded to land the gunpowder and stores; after which I selected a romantic rising ground, flanked by the forest on all sides but towards the sea, and on which were two pretty looking green shelves, on which we pitched two tents, and set up the British flag. As soon as the governor's tent was pitched, the Indians commenced carpeting it, in a neat style, with interwoven pine sprays. We then housed the presents and powder in the other tent, struck off the heads of the cases of presents, and hoisted the signal that every thing was ready; by this time the barge had reached the vessel.

His Excellency, accompanied by his secretary, Colonel Glegg, Dr. Stewart, and the captain, then embarked under a well-fired salute from the ship.

The scene now became very interesting. The tents were near a road which ran up the hill to the settlement already mentioned. They were backed by lofty forest trees and

high land; below them was the bright beach covered with canoes, and in front, the ocean, the vessel, schooner, boats, and the wildly romantic mountains in the distance.

As his lordship approached, the curé ranged his *sauvages*, as the French always term the Indians, in a line on the shore to the left of the tents, and on the governor's landing, saluted him with a brisk fire of musquetry. His Excellency wore the star of the Bath, in plain clothes, and excited the utmost attention. On proceeding to the tents, he took a station immediately in front of his own, the weather being so intensely hot, that a crowd of Indians within would have been insupportable. He therefore began to hold "the talk."

The chief, Condeau, an old man of about seventy-six, bearing all the appearance of a resolute hunter, now came forward, leaning on a stick, and being introduced to his lordship, was soon surrounded by eager listeners from all the tribe of the Micmacs that could

be collected at this season, when most of them were absent on the hunting-grounds. The women and children kept aloof. They received their Father with that courteous gravity inherent in the red man of North America, and thus marshalled at the tents, the council was opened by Condeau shaking hands with the representative of his Great Father.

I shall not easily forget this scene. The reserved gravity of the Indians, mixed with the eagerness displayed in their bright eyes, and the knowledge that we had before us a harmless race, gradually wearing away, who were trying the hard lessons of civilization, were, altogether, food for deep reflection.

His lordship first demanded, in French, of the Micmac nation, whether this tribe acknowledged Condeau to be their chief; to which an affirmation being given, through the interpreter, his Excellency took from me a large silver medal of George the Third, which the captain of the brig and myself had

tied with blue and yellow ribbons, and again addressing the nation, said, in the name of the Great Father, the King, he recognized him as chief, and in token of regard and recognition, placed round his neck the medal. His lordship then also placed a massive silver armlet, similarly adorned, round the chief's arm, and tied it on; on which the old man, in a manner suprisingly graceful, considering his infirmities, tendered his homage.

The governor then observed, that having recognized the chief of the Restigouche Micmacs, he wished to know if the nation desired to make any statement to their Great Father. Condeau, the old chief, with animation, now entered into a long statement of circumstances respecting their boundary line being unfairly drawn, and the destruction of the salmon fishery by the whites, which seemed to be their chief source of unhappiness.

The governor having promised to take

their wants into consideration, and to redress their wrongs, called for the second chief, who made a very long speech to the same effect as his superior, and intermingled it with much oratory and action. The talk was then ended by the governor presenting Condeau with a chief's gun and a gold-laced hat, and the second chief with a similar gun and a silver-laced hat, adding a carrot of tobacco for the head of the nation.

The distribution of the presents then commenced, and a most interesting scene it was. The eagerness of the red men, their intense anxiety of look, their guttural notes of approbation as each article was displayed, and their singular features and costume, made altogether a subject difficult to pourtray. One man, a strong tall fellow, wore a round hat, on the band of which were stuck silver bottle-labels, by way of high ornament, with the usual words, white wine, champagne, brandy, gin, on them, and he seemed as

proud of his ludicrous coronet as though it were an imperial diadem. It was with the utmost difficulty that we could refrain from laughter, when this poor fellow thrust his head into the circle during the speeches; but as nothing would have given greater offence to the Indians, of course we chose a fitter opportunity.

Most of the tribe were decently clothed in blue woollen short frocks and trowsers, or rather pantaloons, edged with red; some wore the blanket; and one had the red coat of a soldier of the royal sappers and miners.

The governor, after the presents were displayed, sent for the squaws and children, and presented each chief's squaw and daughter with half a dozen silver brooches, and a pair of silver ear-rings, and gave similar presents to each squaw. The old chief's daughter was the handsomest Indian woman I have ever seen, clean and neat in her per-

son and attire, but with her infant slung on her back, and bound tightly in the bark cradle.

A list of all the presents was then given to Condeau, consisting of fowling-pieces, powder, shot, blankets, blue and red woollen cloth, calicoes, thread, twine for their nets, hatchets, pots for cooking, needles, and a variety of useful articles. These were soon shipped in their canoes, and the tribe again on their return to the Mission, delighted with the visit of the governor, and in high glee, although most of them had tasted no food that day, having left their homes at daylight, and it was now late.

I was sorry to observe that their breed had been mixed, as some of their features were decidedly European, and the hair, in those cases, had a tendency to curl, instead of hanging in long black tresses, as usual.

The Micmac Indians are an inoffensive, harmless people, who are daily vanishing from the land of their fathers, as they are

shut in by the whites, their grant being but six hundred acres, of which they only possess three hundred and fifty fit for cultivation, or, in fact, at all certainly belonging to them. They appear poor, and are, no doubt, much exposed to the chicanery of their neighbours. Their interpreter, who is a half-breed, seemed also a designing fellow; and it was whispered, that they had not much confidence in their religious instructor, who had very little of the vivacity or *bonhommie* of a Frenchman, and was not very cleanly dressed for such an unusual occasion. But the regularity in which they live, their innocent behaviour, simplicity, and the acknowledged merit of their conduct in the country, would, nevertheless, seem to be fostered by the priest.

The tribe consists of not more than three hundred and twenty-six souls, part at the Mission, and the rest at New Richmond. Several were hunting up the river, and did not attend. A few spoke English; several

spoke French; but the chief, and most of the tribe, knew no other language than their own. In former times, their nation was harassed by the warlike Iroquois, who much diminished their numbers, and, on one occasion, shut a large party of them up, by tracking them to a cavern, where they had taken refuge, near Bic. These they slew; and vestiges of their fate have recently been discovered. At this moment, so lively is the recollection of the miseries they endured from the cruel Iroquois, that the word Iroquois makes them tremble; and an advantage was taken of this by some settlers lately, who, finding that these poor people had put up their wigwams in the woods whilst on a hunting excursion, dressed themselves up as wild Indians, and, appearing suddenly in the encampment, with loud cries frightened them so much, that they fled to the Mission.

The Indian women here wear a short body gown, and pointed conic head-dress,

peculiar to that people in Canada; and some of these cloth head-dresses were beautifully worked in figures and tracery, with the moose-hair and porcupines' quills, dyed in bright colours. The younger women were extremely clean; and the papouse, or child, in the cradle on their backs, had a nicely-worked clean cap on, and appeared to be neatly tended by the mother.

I recollect the first time I saw the Canadian Indian was in coming up the St. Lawrence, when, on the break of an autumnal day, the most picturesque and splendid scene of the passage from the Isle of Orleans, opened itself gradually out as the morning mist yielded to the sun. The white and fleecy Falls of Montmorency, the high-capped mountains, the bold and lofty promontory of Cape Diamond, the glittering silver-roofed city (for so Quebec appears to a stranger), the formidable citadel, the broad and majestic St. Lawrence, covered with noble vessels of war, and of trade, strangely

mingled with the woods of Point Levi, on the opposite shore, where, their night-fires slowly expiring, we observed an Indian encampment.

The contrast between the solitary wretchedness of the wigwam camps, hastily formed of boughs and bark, and incapable of resisting the rain-storm, with the splendid city, and the mass of noble vessels, of the whites, was, to me, very striking and melancholy. The poor and defenceless owners of the soil seemed to have been pushed back into the lonely cove of the forest, by the arrogant intruders on their birth-rights. The extremes of civilization and barbarism were separated only by a few yards of mountain land; whilst the knowledge that the power of the white and bearded stranger, as the Mexicans, and others of the red family, designate their conquerors, was originally exerted only to annihilate, increased the feeling for a people whose condition, though

somewhat ameliorated, is, perhaps, with a few exceptions, as bad as it well can be.

I have seen the red man in all his relative situations—of warrior, hunter, tiller of the soil, and preacher of the word; I have seen him wholly wild, but never wholly civilized; for the best specimen of an Indian missionary I am acquainted with, in Upper Canada, forgot all his instruction, all his acquired feelings and habits, when he witnessed with me the war dance of heathen and perfectly savage warriors. He had been carefully educated from a boy, spoke English perfectly, was modest, intelligent, and well-bred; guided his young family excellently, and did not intrude his professional habits and opinions when in society, nor seemed to be in the least elevated by his superior acquisitions. Yet, he grinned with savage delight at this exhibition of untutored nature. And when I asked him if it was not a blessing that the Indian had listened to the mild

spirit of the white man's religion, and having proved himself capable of appreciating it, that he might be the means of imparting its doctrines to the savage natures before us, who displayed human frailty in its lowest state of degradation, he calmly replied, "What you say, my friend, is true; but I never before saw my red brother in the condition of an absolute and acknowledged warrior. Ah! he is very brave! My father was as brave and as wild as he is, and often have I hid me from his frown in the depths of the woods. Listen, the warrior is telling of his battles! I will interpret the brave man's speech to you." And, excited beyond the power of control by his native feelings, he went on translating the mighty deeds of a second Walk-in-the-Water, or Young Wolf, or Snapping Turtle, or some other chief of equally euphonious and terrible cognomen. He staid out a second edition of the war-story, and even of the pipe-dance, which

latter exhibition, a European missionary would consider himself justly degraded by being present at, and I left him involved in rapid discourse with the heathen warriors.

To return to my narrative,—we embarked again, after having struck our tents at about five. An Irish family, consisting of a man, his wife, and seven children, had been settled here for four years. The eldest son, a fine young man, was evidently dying of consumption, and the second as evidently following him to the grave. Bathing in a hot sun was said to be the proximate cause. The mother, with all a mother's feelings, eagerly seized the opportunity afforded by the unexpected visit of a physician, and applied to Dr. Stewart, who gave both medicine and advice, but was without hope. The eldest, as is usual with persons in his case, where the insidious disorder is at its height, was in high spirits, and asked me to procure an old gun for him, as they were much harassed by

the bears, and he had no means of killing birds to eke out the subsistence of the family, whilst the few and distant neighbours were unprovided with fire-arms.

Many of those who came on board were improvident Irish settlers, who had squatted, as the term is, in America, or taken possession unlawfully, and wished the governor to prevent their being ejected by the rightful owners.

On these settlements, which are partly in townships, and partly in seignories, the mixture of French and English laws and customs is productive of serious inconvenience, to which the people of the adjoining coast of New Brunswick are not liable, and consequently, that shore is being fast settled.

To-day the line was taken to the land, and hauled near Dalhousie, when a few sea-mullet, a few small crabs, and a lobster were caught.

We got under weigh at six, on the 20th of

July, and worked with the tide round Migoacha Point towards Tracadegash Bay, or Nouvelle Carleton, Monsieur Hyppolite's residence, but were obliged to anchor in four fathoms. It rained tremendously all night, after the barometer had fallen. The next morning at eight, however, the barometer rose a little, and with a slight north-west wind and heavy rain, we got into the bay opposite Monsieur Hyppolite's house, where he was building a water-mill. Here, a long beach of fine sand sheets the bay completely in, and the view, which I shall allude to hereafter, is very singular.

We caught a sea-cat, or sea-devil, and some sea-trout here. The governor was received with due honours, and drove in a calèche to New Richmond, nine miles distant. All Tracadegash Bay is well settled, and even some of the high mountain land is cleared.

There is a church on the beach, which is served for two months by the curé of the

Indian mission, part of his people residing in the neighbourhood.

We caught several fine sea-trout, but little else, except a gigantic lobster, without his shell, and with legs, or claws, as red as if they had been boiled. The crapaud-demer, or sea-toad, was plentiful; I caught one with a hook which had gorged itself with potatoes.

We got under weigh at half past three, and stood in for East Richmond, Mr. Crawford acting as pilot. The great mountain here appears covered with stunted wood, and shows the rock near its summit, which is many hundred feet above the sea. I think there is either a deep coat of clay on it, or else it is composed of the disintegrating sandstone, as the whole face under the hard cap is wrinkled, and worn into valleys and sharp gullies.

In this bay, in hauling up our hooks, we obtained several fine specimens of sponge, firmly attached to large pebbles, and grow-

ing round sea-weed, whose roots had clasped the stones.

We anchored for the night off the Great Cascupediac River. Here there is a bay of the same name, extensively settled, in one continuous line, by Jersey-men and by Canadian French. The fine district of New Richmond, on a flat between two ranges of high mountains, with the flourishing township of Maria, forms one of the most cultivated and best parts of Gaspesia. Cascupediac signifies the Great Bay; Nipisighit, the opposite large bay in New Brunswick, means the Landing-place of the Green Trees; and Paspebiac, just above in Canada, the Great Landing, from its fine and extensive beach.

We got under weigh again about six in the morning of the 28th of July, and stood for the island of Bonaventure, with but little wind, and fine weather, though rather cold for the season. The boat, as we made little way, was sent on shore with letters, and to fetch hay; and the great trawl was put over-

board (an operation I had never seen before), and after remaining more than an hour, brought up three small turbot, or rather a fish of that species, some very small dabs, or flat-fish, shrimps, very large scallops, and other marine shells, with the hair sea-weed, a beautiful piece of sponge, in three long lobes, adhering to the weed, and some ox-fish, with spinous projections above the eyes. We tried to catch cod, but this is seldom effected when the vessel has way upon her.

Here we saw coarse dark lime-stone underlying the bright red sand-stone of the coast, whose layers were much distorted in places, but preserved a general horizontality. The coast towards Bonaventure is very remarkable, being a high sharp bank, over which several small streams project themselves in straight cascades.

The shore here is not well settled, although the mountain is low, and appears very easy of ascent, and capable of cultivation. The

Scotch settlers in this part of Canada, with the people from Jersey, form the most potential party. They are opposed to the Irish and French Canadians, and thus mutually check each other. The French are a mild inoffensive race, and very much afraid of their neighbours, who resort to club-law at the elections.

The house of Robin, at Paspebiac, is one of the principal establishments on this coast, employing from two to three hundred persons in drying and exporting fish, their ships taking it to France, Naples, and to all parts of the Mediterranean.

The wind freshened in the evening, and we stood off and on, to make the anchorage of New Richmond, Bonaventure. We put over the trawl before the boat returned, but were unsuccessful, catching nothing but star-fish, sea-urchins, the sea-lizard, and another turbot.

The captain finding thick rainy weather coming on, so that at eight he could not dis-

tinguish the land, stood off again under easy sail, with a heavy gale from the southward, and thus we tacked from Canada to New Brunswick and back, it raining, blowing, and being dark all night, and were obliged to anchor next morning at half-past seven, it still blowing hard, in the road, or harbour, of Paspebiac.

Paspebiac is a very neat fishing-town, lying on a long shingly beach, at the back of which is a *barachois*, or lagoon, and a range of heights, on which Mr. Robin's house, inhabited by Mr. Gosset, is built in a very beautiful situation, with a fine road running up the bright Indian red sand-stone banks. The disintegration of these banks produces a red soil, which is represented as being very fertile.

Here we observed some large topsail schooners building, and in the harbour were five large square-rigged vessels loading with fish for Europe. The fishermen and their families, however, seemed poor.

They lead a very hard life, and we saw several cases of acute rheumatism, as well as consumption, and white-swelling of the knee, amongst them.

The currency of the country here is a quintal of fish, which is worth 12*s.* 6*d.* in hard cash, or 14*s.* 6*d.* store pay, the latter being the usual mode of payment. Store pay in Canada signifies what the shopkeeper values his goods at in settling with the working classes, and of course varies with the demand and supply.

His Excellency left the ship under a salute of seventeen guns, in a strong gale, the boat darting to the beach, which was about half a mile off. On landing, he was received with a similar salute from five pieces of cannon, and conducted by Mr. Gosset to his house, over a neat hand-rail bridge, of very great length, which stretched across the lagoon. His lordship then proceeded, with his secretary and Mr. Crawford, in calèches, to New Carlisle, the county town, about three

miles back along the shore, leaving Dr. Stewart and myself to botanize and geologize, or obtain general information of the locality.

I found several fine jaspers, and obtained a number of agates, or Gaspé pebbles, on the long beach or point, which shuts in the lagoon from the ocean. These appear to come from the conglomerate of the river Restigouche formation, and that of the vicinity, and are washed in some plenty upon the beach of Paspebiac, after strong gales in the fall and spring. I presented the governor with the best specimen I found, which was a neat concentrate-circled agate. Inferior cornelian was also among the *débris*; but as the children and wives of the fishermen closely search the beach after the periodical storms, but few good specimens will be obtained by casual visitors. The best go to London and Quebec, where they are formed by the lapidaries into very pretty ornaments,

sometimes fetching high prices, and bearing sounding local names.

The limestone beds in the vicinity of the red sandstone, here obtain a similar red hue, and numerous organic remains exist in them. I picked up two fragments of orthoceræ, but our stay was, unfortunately, too limited to examine minutely distant objects. I was informed by Justice Thompson, that vast quantities of large bones fall out of the cliffs of sand at Eel River, below Hareng Island.

The governor embarked again at one o'clock, from a very ingeniously constructed sliding wharf, which was let out into sufficiently deep water, by tackling; and here they again fired a salute from their five guns. Mr. Crawford left us, and Justice Thompson took a passage for Percé, where he was about to open the court.

Paspebiac, south point of beach, is in 48° 54′ 0″.6 north latitude, 65° 18′ 16″.7 west longitude.

We had some difficulty in reaching the vessel, which had lain to for us; and when we at last got on board, she sailed with a strong southerly wind, which about three freshened into one of those sudden squalls to which this part of the Bay of Chaleurs is subject in summer, and which blew away a studding-sail boom.

Before we went ashore this day, I caught five fish with the hook and line, two being of the turbot kind, and the mate also got some more, with a tommy-rod, or sea-trout. The prawns were excellent, and of a species between the prawn and the shrimp. We observed that the sandstone was very horizontally stratified all along the Paspebiac coast.

Passed Hopetown, and saw an almost continued line of settlement on the shore, backed by distant, but not very high mountains.

We stood on all night, the wind having lulled, and a very heavy sea running, until between five and six next morning, when we

anchored in twenty fathoms in Percé Bay, or roadstead, a dangerous anchorage.

Here I must devote a larger space than usual to description of scenery; for I think there is no part of British America which presents a more curious association of sea-rocks, mountains, and cliffs.

CHAPTER IX.

Splendid Panoramic View—The Tâble Roulante—The famous Pierced Rock.—The Bay of Storms.—Singular Character of the Town—The Bay of Chaleurs—A Daring Exploit—Bonaventure—Rock Fishery—Magnificent Scenery—The Mirage — Cape Gaspé — Splendid Harbour of Gaspé — White Squalls—Aurora Borealis—Singular Optical Illusion —Petroleum Spring—The Schoolmaster abroad—Micmac Indians — Chalybeate Spring — English Church — Great Fishing Establishment—Different Fish caught in the St. Lawrence—Lead Ore—Condition of the Fishermen—The Fishermen of Newfoundland.

First of all, I shall attempt to describe the splendid panoramic view presented at the roadstead of Percé, of which I should have given drawings, but for the extensive nature of the scene, which would require four large ones to elucidate it.

The most remarkable feature, is the mountain called the Tâble Roulante. Near the extreme Cape of Lower Canada, on the right shore, is a large arm of the sea, called Gaspé Bay, having on one side Cape Gaspé, and at a great distance on the other, the high land of Percé and the neighbourhood. Here, when we have sailed as far as the village of Percé, a panorama presents itself, part of which I have attempted to pourtray.

Percé is a fishing village, from which large quantities of cod are annually exported, and it is famous for its pierced rock, from which it takes its name; as well as from having been the point of rendezvous for the first English fleet, in 1628 and 1629, under Kirk, which was sent against Canada, and which succeeded in wresting Quebec and Canada from Champlain.

Father Hennesin, in his interesting work on the first settlement of Canada, describes the Pierced Rock, as " a small cape of land, which shoots out into the sea, in the middle

of which is a great arch, which is naturally pierced in the rock, under which the Chaloups that fish for poor-jack pass, when they return from fishing."

It is now certainly not a cape, although there is every appearance of its having formerly been joined to the Tâble Roulante on the main land.

This latter is a formation of much geological interest, it being of the new red sandstone, resembling the Exeter red conglomerate, and in which are found those beautiful jaspers, and red zeolitic minerals, peculiar to Gaspesia, from which they have obtained the name of Gaspé pebbles amongst lapidaries. In the associated limestones are also beautiful and rare specimens of shells; and altogether, independently of the singular scenery, Percé is well worth a summer visit.

The highest part of the land is the Tâble Roulante, a lofty spar which cuts off the

land-passage to the lower parts of the Bay of Chaleurs, and is supposed to be from fifteen hundred to two thousand feet in altitude.

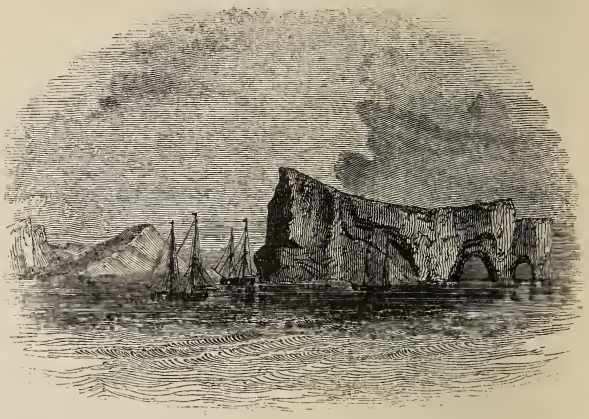
Here one of the most singular scenes we had observed in our whole progress presented itself, and part of which has been already mentioned. The small neat white-washed houses of the town and fishing station of Percé, with long lines of stages to cure the cod fish, and a handsome clean beach, are backed by a lofty and sharp mountain, and surmounted by a mass of beetling and overhanging bright red rock lower down on the right. This rock was cut into fantastic and abrupt cliffs, descending sheer into the ocean, behind the promontory of Mont Joli; and was contrasted by belts of cultivated fields carried up, by man's industry and patient toil, the steep mountain as far as appeared practicable; and these fields were, intersected and frowned over by dark and dismal woods, except where a deep

stratum, or a projecting ledge, of the Indian red sandstone, broke the gloom with its vivid colouring.

Percé has a court-house, and English and Catholic church, all situated most picturesquely on the side of the Tâble Roulante; but the anchorage is not a very safe one for large vessels, as, owing to the great height and broken nature of the land in the neighbourhood, and the vast expanse of the Bay of Chaleurs here, it is subject to such sudden and violent storms and squalls, that the first inhabitants called it Terre-des-Tempêtes, or the Storm Land; and the indentation of the coast of which Percé forms the southern extremity, is most appropriately named Mal Baie. Two vessels of war were wrecked in this bay in the expedition against Quebec in 1721.

Percé must, however, always be a place of importance, as the cod-fishery in Mal Baie is an abundant and close source of wealth.

The fish are said to be of a smaller kind than those from Newfoundland, but the expense of equipment is, of course, less for the capture of them, as it is carried on in undecked boats chiefly.



The Pierced Rock lies at nearly right angles with the extreme point of Mont Joli, or the town of Percé at a short distance, and has evidently once been a portion of the continent, as at low water it may sometimes be approached. Its height is above 300 feet, and it is about 100 wide, excepting at

the seaward end, where it is not more than twenty or thirty.

This singular island is a mass of the new red sandstone formation, nearly perpendicularly precipitous on all its sides, and presents, with the land behind, a most unusual scene when approached from seaward, the whole looking like some Titanic effort, or Cyclopian ruins on the most extensive scale. In the rock, as seen in the plate, there are two arches perforated, as though by artificial means; the largest appearing from forty to fifty feet in height, and both being passable by the fishing-boats in calm weather; and there is another lateral arch of equal dimension on the north-east side.

Numberless oceanic birds resort to Percé as a secure breeding place, and it was long before they were disturbed, as the island was considered perfectly inaccessible, until a young aspirant for fame, after several unsuccessful attempts in which he was in imminent danger, succeeded in gaining the top, which is co-

vered, as is usual in similar isles in Shetland, with fine grass. Thus, the poor cormorant, the gull, and the goose, were deprived of their natural right, and their eggs became a source of profit to the hardy adventurer, and others who followed his daring climbings, and the birds abandoned their tower of strength.

The fishermen in this land of fogs and storms, soon found that they had experienced a loss not counterbalanced by the temporary harvest of eggs and hay, as the screams of the gulls and the sea-birds, had been a secure and certain guide for them in their approach at night, or at such seasons, to their homes; and it was therefore decreed by the magnates of Percé, that no further plunder of nests, or risk of necks in ascending the Pierced Rock should be permitted during the breeding season. Thus, the birds returned to their sovereignty, and there they still hold undisturbed possession.

On the opposite side of the panoramic view to the Pierced Rock, and nearly parallel with it, but at a much greater distance from the mainland, is the equally singular island of Bonaventure, which is about a mile from the town, and terminates, to the seaward, a series of curious views, which I do not think is equalled, either in geologic, or picturesque interest, in any other part of Canada.

The side of this island next to the Pierced Rock is cut straight down, from an immense height, to the sea below, and resembles, at a distance, pillars of basalt, or greenstone, which, with the numerous little fishing-boats under the land, all busily engaged in hauling up the denizens of the deep, afforded an interesting scene.

The fishermen are Canadians, Irish, and Guernsey or Jersey men, but principally the latter races; and they are industrious, and apparently, attend more to their own com-

fort than some of their neighbours on the other shores of the gulph; which may be owing to the fisherman not having to go so far from home, whilst engaged in his fishery.

There is a rival establishment here to that of Mr. Robin, at Paspebiac, which supplies Quebec, and some other places, with fish, and seems likely to succeed. At Paspebiac, however, it is said they do not raise grain enough for their consumption, and that both it and Percé depend upon that little granary of the Gulph of St. Lawrence, Prince Edward's Island, for their bread, as they chiefly cultivate potatoes, which, and fish, of course, form the chief articles of their food.

Each fishing-boat has two men on board, in general, and has two spritsails, and they go under canvass in almost any weather. We were surprised to observe the rapidity with which they hauled up the cod; the labour of pulling in their lines seemed inces-

sant, and as though the bottom was a bank of fish, and the hooks caught them whenever they descended there.

Bonaventure, from the difficult nature of its shores, and from its being covered with forest, is not adapted for habitation, and we did not observe any signs of its being occupied, even by the fishermen. It lies between Mal Baie and Cape Despair, names which sufficiently evince the dangerous nature of a locality, in which so often

> "A settled gloom the face of heaven invades,
> And not a star can pierce the brooding shades:"

Where—

> "Drench'd with the beating rain, and dashing waves,
> And, toss'd at random, as the whirlwind raves,
> The sons of Phryxus see the billows rise,
> And near perdition glared before their eyes."

Nothing can exceed the grandeur of the approach to the termination of the Bay of Chaleurs, and the opening of the Restigouche River, which separates New Brunswick from Canada. The contrast between

the low cultivated, or heavily timbered land of New Brunswick, and the mountainous, abrupt highlands of Canada, is very remarkable as you narrow the Bay of Chaleurs, particularly when the mountains are capped, or partially shrouded with dense masses of cloud, and the low land a mixture of verdure and sunlight, and the deep clear blue outline of the upper pinnacles is set in sharp relief against the clear sky.

The great mountain is furrowed on the face towards the sea into deep gullies, or sharp valleys, and covered with low woods, excepting towards the cap, where the sterile rock alone exists.

The phenomenon of the *mirage* is very frequent here. We saw the houses from three miles in the offing, drawn out into white parallelograms of great height, when we could not see the beach below them at all, and when the fishing-boats near the shore seemed hull down. This mountain appears also of the new red sand-stone for-

mation, as jaspers and agates are found amongst its *débris*.

All along the Canada shore the houses are neatly whitewashed, giving them a more comfortable look than those on the New Brunswick side, which are chiefly of framed wood-work, and the weather-boarding unpainted.

The high cliffs on the north side of Percé are perfectly perpendicular for several hundred feet, and a brown clay-coloured stone is here intermixed with a deep stratum of clay of a lighter colour. On the coast on the western side, the Indian red sand-stone overlies the lime-stone; and here we found some fine specimens of fossil shells, and some magnesian carbonate of lime. There were also many jasper pebbles on the beach.

The stratification of the sand-stone is somewhat more inclined here; but the pierced rock, which has a good share of the clay-coloured stone, suffers decomposition in the severe gales from the north. There is a

little but irregular beach of *débris* round it. The beach of Percé itself (the town) is very fine, and composed of slaty and pebbly shingle, well adapted for drying the fish.

The north shore was well settled near Cape Gaspé; but as the harbour narrows the country is covered by woods, with only here and there a projecting piece of the red rock appearing on the banks. The opening of the harbour of Gaspé is extremely fine: a long sand-spit shuts it in, leaving only a narrow entrance. In front are the highlands of the North River, and of another stream, looking very lofty, blue, bold and picturesque. The basin, or inner harbour, appears thickly settled on its southern shores.

After entering Gaspé Bay, we had many severe land or white squalls, the sudden violence and fury of which can scarcely be conceived. In going into the harbour, one of these hissing spitfire winds drove us on shore on the sand-bar, in sand and mud, with eleven feet water; so softly, however,

did the ship strike, that it was not perceived. The captain, thoroughly experienced in these seas, kept all sail set, started some water out of the tiers, brought the chain-cable on deck, sent out a kedge and warp; and in another white squall, which actually screamed, she surged through the mud and sand, grounding as she forced her way, and then flew up the harbour amidst a succession of these fiery squalls, some of which heaved her over nearly to her bearings. We brought up in good style; and a boat from Mr. M'Connell, collector of the port, with two men, came to ask if they could render any assistance. The aurora was very bright and beautiful at night.

Next morning early, I went on shore with the captain, to see the collector, and ascertain about our further progress. We breakfasted with Mr. M'Connell and Mr. Du Vall at the collector's house, which is very pleasantly situated on a hill, at the base of which are several large storehouses. Here I obtained

many specimens of quartz crystals from the Percé rocks, several being double-pointed, and all of the clearest kind; and they are said to be plentiful, and very large.

I left the captain, to walk along the beach for about two miles, where I saw an old battery of four guns near the house, and observed the greywaché slate in several fine sections, and in nearly vertical layers, passing into small conglomerate, in which were many fine jaspers and an agate.

The governor having landed, I rejoined the party at the wharf, and we started in half an hour up the south-west arm for its head, accompanied by a flat (a local name for a flat-bottomed boat), and the custom-house boat, and sailed up with a fair wind, grounding, however, often, the channel being very intricate. Notwithstanding the difficulties of its navigation, a ship of 370 tons was built, and launched far up the arm, last year.

The south-west arm is crossed at intervals

by salmon-weirs, and at about five miles from the basin narrows into a beautiful river—indeed into the most beautiful little stream I have seen in America, with clear sparkling water, and a succession of natural meadows, or little prairies, with richly-wooded banks, consisting of birch, poplar, pine, &c.

There is here a remarkable optical illusion; for in ascending the river with a high range of mountains before you, the river and its banks seem to dip down towards them very steeply, or, in other words, to run up hill. I could not believe the evidence of my sight; but the captain, who was in the boat with me, also observed it.

We stopped at Paterson's farm, where we counted sixteen barrels of salmon, said to be worth £48, on the spot; a proof of the value of the river. Here Colonel Glegg, the captain, and Mr. M'Connell, left us to try for trout, for which the stream is famed; and having had intelligence of a petrolium

spring, his lordship sent for an Indian guide, and proceeded with me into the interior in search of it.

As, however, our time was limited, and we found that according to Indian custom, the locality stated though to be near was very far off, it became necessary to abandon the search. An Indian first discovered it issuing from the sand-stone rock, and Mr. Paterson assured me it was so abundant, that when he was there he might have brought away half a gallon if he had had the means. He, however, kindly undertook to send a bottle of it down to the harbour, and kept his word next morning; and the bottle, a wine quart, is now in the museum of the Literary and Historical Society at Quebec. It contains a thin pure mineral oil of the usual colour.

The land on the south side of the south-west arm seems very good, but is not cleared, owing to its being in the hands of large proprietors, who are speculating on it. There

is a half-pay captain of marines, Mr. M'Arthur, settled here, who, it was said, was doing very well.

A terrible fire had devastated the country adjacent a short time back, and passed across the arm, which is very wide, destroying fences and building timber to a great extent.

The previous week a very violent squall had occurred, which threw down many trees. It lasted only ten minutes, but tore the shingle coverings off the houses, threw vessels on their beam-ends, and did great damage.

The north side of the arm, on which we walked, is almost a continuous settlement; but the land appears poor, and the people neglect their farms for the fishery. Here we met a schoolmaster from the Royal Institution of Quebec, who, with a pittance of £25 a-year, had forty scholars from amongst the settlers' children. Those people are chiefly from Ireland or Scotland. Here are

also about thirteen families of the Micmac Indians, occupiers of land; some dwelling in log cabins, others in wigwams, all having signs of cultivation around them, and their children numerous, clean-looking, and healthy. This branch is entirely separated from the rest of the nation, and fast merging into civilization, the squaws having adopted the dress of the surrounding peasantry, and all speaking both English and French; but the schoolmaster complained that the priest of Percé, Mr. M'Mahon, would not allow their children to attend his school, the only one they could have access to. Near the Indian settlement is a chalybeate spring.

The road along the bank is a good middle, or walking one, and may easily be made practicable for wheels. Hay and potatoes, with a little barley, and some oats, are the chief crops. The wild raspberries were ripe, and in profusion. Near the termination of this road is the English church, a small wooden building, with its bell sus-

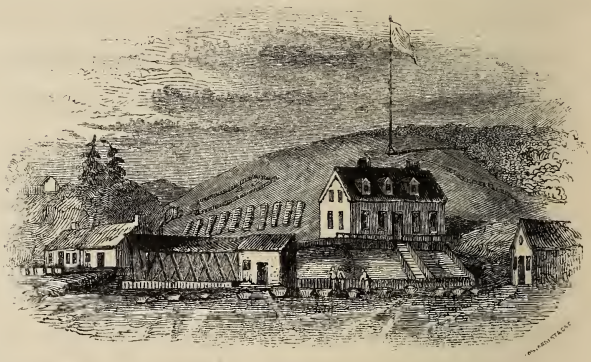
pended between two poles. There is a resident clergyman, who superintends a mission, extending for very many miles along the coast.

We crossed to the head of the basin in a boat sent for us from the ship, at which we arrived late in the evening. Colonel Glegg had caught a dish of fine trout, and the seine had provided us with two large lobsters, and plenty of flat-fish.

On the 31st of July, at night, we observed a beautiful aurora. It spread over all the quarters of the heavens, and the weather became colder.

The governor-general, wishing to have a reported deposit of lead-ore at St. George's Cove explored, the barge was got ready, and on the morning of the 1st of August his Excellency, accompanied by Dr. Stewart and myself, proceeded in that direction, fifteen miles distant. We ran under the foresail for some time, but the wind lulling, we did not reach a port till after one o'clock, when

we landed at the Grand Grêve, on a fine yellow shingle-beach, from which it derives its name. This place is a large fishing establishment, belonging to Messrs. Janvrin, of Jersey.



Here, in an obscure nook of a wild region, where rock and forest reign almost pre-eminent, we came suddenly in our wanderings upon a most interesting and striking display of the industry of man, who seeks in the abysses of the ocean, and in the bowels of the earth, with untiring patience and unyielding courage, for riches, which so

soon make themselves wings, and laugh at his toils and his watchings.

Here by the chance which necessarily governed the "progress" which had been undertaken by his Excellency, to obtain administrative and scientific information concerning portions of his government the least known, and but rarely visited even by the curious traveller, we were led at once into an acquaintance with that species of commercial enterprise, which has so well sustained the naval prowess of Great Britain, and which is nowhere better conducted than by our patient and well-conducted fellow-subjects from Guernsey and Jersey, who combine the difficult task of neatness in the manipulation with success in the curing.

In the Bay of Chaleurs, one of the most magnificent in the world, these industrious people carry on an extensive fishery of cod, halibut, mackerel, herring, and capelin. The principals, residing in Jersey, detach partners during the summer to Gaspesia. Their chief

stations, as we have seen, are at Paspebiac and at Gaspé Bay, near the St. Lawrence. The Grand Grêve, having a fine open shingly beach, for a limited extent, amongst the towering rocks by which this coast is bound belongs to the Jersey house we have named, and their establishment we had leisure, owing to head winds, minutely to examine.

The process of curing the fish for the home market is carried on here in a very neat and expeditious manner. The head and entrails are detached on a high open stage overhanging the sea, and the livers put into a tierce. The fish thus split open are carried to a large covered building near at hand, where, after they have been well washed, they are rubbed with salt, and placed in little flat piles on the floor. After they have been sufficiently salted, they are carried out to the beach of shingle, and there spread to dry. Stages are also erected for this purpose, as the space occupied by the beach is small,

and in good seasons, when great quantities are caught, some must be hung up to dry. The labour of spreading and turning the fish is incessant and severe; as they require to be frequently turned, the man must turn each in a systematical manner, with his left and right hand alternately, so as not to miss one in thousands.

After the fish are well cured, they are collected and laid in small circles, with the tails outwards, and these circles are continually built upon, each row being larger than that below it, until the pile has reached two or three feet in height, when the circles again diminish, so as to form a conical roof, which is immediately covered with birch bark, and has stones laid upon it. The piles are then impervious to the heaviest rains.

They are packed thus in order to be seasoned before barrelling them, and also that each boat employed in the fishery may know its own share of the venture, when they are weighed for exportation.

The barrels are cylindrical, and are called drums, holding each a quintal of fish, of 112 pounds, or 128 pounds if intended for the Brazil or Portuguese market. They are pressed into these drums by strong screws, and are then ready for any climate.

The Grand Grêve sends its fish chiefly to Rio Janeiro, as the fish caught on its grounds are small, and preferred by the South Americans.

Mr. Aubin and Mr. Wilson are the present superintendents of this fishery, and very hospitably entertained the party in their neat dwelling on the hill, and also gave the sailors of the Kingfisher's boat, in which his Excellency had visited the bay, lines and bait to fish with for the ship's company. The men, albeit unused to the business, tried in forty fathom water, a little distance off the beach, and caught in less than an hour forty-five cod, a large brett or plaice, with many flat-fish, and an enormous halibut was given to them by Mr. Aubin.

The bait used for the cod is herring and capelin, a peculiar little fish, considered even here a luxury, when dried. It comes in shoals to the shore in the month of June, as at Newfoundland.

The importance of this fishery is very great, and to shew that the waters of St. Lawrence and Chaleurs abound in every kind of fish, I shall merely enumerate those we caught during our six weeks voyage in the gulphs.

Lobsters; shrimps and prawns; crabs; cod; sea-mullet, or trout; lance; bar-fish; salmon, in the rivers; white trout, ditto; parr, or spotted trout, ditto; dog fish; sea-frog or crapaud-de-mer; mackerel; scallops; bleak; eels; turbot, or large flat-fish; dabs, or flounders; halibut; brett, or large plaice. We also procured herrings, of which we saw vast shoals. We saw the common porpoise; the splendid white porpoise, peculiar to a particular part of the St. Lawrence; large whales; and the ox-fish, with two horns.

We likewise got seals; the sea-lizard; star-fish; a great variety of moluscous animals and testaceous fishes, and the sea-porcupine, or hedgehog.

On the coast of Labrador the small flat-fish were so plentiful, that the sailors actually speared numbers of them, when lying near the beach, with boat-hooks, and even with the iron rods used to support the boat's awnings. Whales are also occasionally caught in Gaspé Bay.

Mr. Wilson, one of the superintendents of the fishery, conducted the governor towards Maitre Pierre Simon's house, at Indian Cove, where it was said lead-ore had been found. I proceeded there in advance, to procure every necessary information, and passed by a very romantic pathway, along the edge of high cliffs and abrupt ravines, through a well cultivated strip of land, dotted with cottages of the fishermen, whose families appeared to live in plenty and comfort. I passed St. George's Cove, which is merely

a small inlet, where there were a beach and fishing station, and, after going about two miles, arrived at Indian Cove, which I found to be a sharp valley, in the face of cliffs, composed of carboniferous lime-stone and the new red sand-stone.

Here I met Mr. Pierre Simon, a respectable and wealthy fisherman, who very kindly shouldered his pickaxe and descended the cliffs with me, and soon extricated some brilliant galena, forming veins in the lime-stone. Its habitat was, however, difficult to observe here, as the cliff was covered by *débris* from above. But it proved, in neighbouring localities to be about an inch in thickness, near the junction of the lime-stone with the sand-stone strata, and ran up at a high angle.

The lime-stone here has a visibly high inclined stratification, which I saw well in a small quarry Simon had excavated, in order to obtain materials for a chimney, in a field at least forty feet higher than the top of the

sea-cliff. The inclination of the strata was from north-west to south-east, the dip being in the opposite direction. The sand-stone had the same dip, but was, in places, much contorted and altered in its appearance, by the continual washing of the ocean and wearing of the weather. On going higher on the hill, the lead again appeared, but the ground was here covered with splinters of the rocks.

The ore was a rich galena, caboidal, and of a bright blue colour, with high metallic lustre on the fresh faces, staining the fingers very little, and not easily fusible in the rough way.

Simon told me that he had commenced life as a common fisherman; but by toil and prudence had secured independency, and now imported his own stock from Europe. The great difference between what is visible here, and what is to be met with at some out of the out-harbours in Newfoundland, has struck me very much. The climate is no better, but more severe; and yet here

the fisherman's family contrive to provide his winter stock of potatoes and hay, to keep a cow, and to rear much poultry, which are fed with oats, and not with the garbage of fish.

The people in both colonies are equally hard worked, and are equally moral; for I believe, as a race, the Newfoundland fishermen to be as moral as any peasantry in the world; and yet, for want of management, or rather from a cause which I propose to treat of at large in a small work on Newfoundland, the poor fishermen there remain more ignorant and more helpless than any other people similarly employed. The inhabitants of Newfoundland, chiefly of the Irish stock, have had, it is true, very improvident habits to contend with; but they are, as a body, not addicted to drunkenness; their women are careful mothers and good wives; and I am persuaded that but little is wanting to render their condition as happy as that of the Guernsey and Jersey men of the Bay of Chaleurs.

Nationalities and animosities must give way; a new race is fast springing up, who pride themselves upon being natives of the island; and, when the blessings of education can be distributed, by the formation of roads, and a more direct intercourse with the distant stations, there will be as excellent a race in Newfoundland as the world can boast of. Inured to toil, hardy, and healthy, having but little idle time, the progenitors of this race now exhibit qualities which only require fostering to be developed and brighten.

CHAPTER X.

Grand Scenery—More Lead Ore—Dangerous Coast—Light-house needed—An Indian Speech—Spearing Lobsters—Labrador Dog—Gaspé Basin—White Squalls—An Indian Party—Whale Fishery—Irish Settlers—Decoy Goose—Dog Fish—Singular Appearance—Supposed Volcano in the Labrador Country—Cape Gaspé—The Old Woman—Island of Anticosti.

On Lord Aylmer's return to Grand Grêve, where we were hospitably entertained, he proceeded with Mr. Aubin and Dr. Stewart, to ascend the mountain at the back of the establishment, and I went with Mr. Wilson to search after other deposits of lead.

His lordship represented the scene he witnessed as grand beyond description. The

party walked through the forest for two miles, to Bonne Amie Cliff, and on halting on its verge, suddenly beheld the whole expanse of the Great Gulph of St. Lawrence below them; the mountain dropping down at once perpendicularly five hundred and forty feet, which was proved by letting down two cod-lines of forty-five fathoms each; and all around was the wildest scene which can be conceived; cliffs of equal height being precipitated downwards on their left, whilst on their right and almost seemingly at their feet, lay Cape Rosier, one of the most considerable headlands of the gulph; and before them was a vast expanse of unruffled ocean, having on its vast bosom, in the distance, the great Island of Anticosti distinctly visible, although nearly seventy miles in the offing.

Mr. Wilson went with me through the woods to Little Gaspé Bay or Cove, along the edge of the head rocks. We saw here and there a wretched cottage of the Canadian or Irish settler, who appeared in as much

poverty as the Jersey people were in comfort; and we were shown the mouth of an old shaft sunk in former times by the French, but for what purpose no one could tell.

An Irish labourer shewed us a vein of lead ore, of the same nature as that of Simon's, but high up in the hill, and five miles from Indian Cove. I procured several fine specimens of galena, and on descending to the beach to look for fossils, I proposed to Mr. Wilson to endeavour to reach Grand Grêve by walking along the edge of the rocks, which were here highly inclined.

In climbing along to look for fossils, we found no fewer than three distinct veins of ore, in fissures cutting the rock at right angles with the stratification. One of these veins was an inch and a half broad, and coated with walls of calcspar. The rock is here so torn by the waves of the ocean into caverns and cliffs, that it is hazardous to walk along it, but it repays the fatigue by its picturesque appearances.

The gentlemen at the establishment told us some melancholy instances of shipwreck on the cliffs, which the governor had visited, and they have frequently to provide for the wretched sufferers. Two lamentable cases had recently occurred. They had above a hundred survivors from one of them, to succour and send to Quebec; in the other every soul perished. The strong currents and fogs are the usual causes of these accidents; and it seems to me that no public money could be better laid out than in the erection of a large lighthouse on Cape Rosier, or Cape Gaspé.

I was much struck with the apathy displayed by the fishermen about the vast deposit of metal in their neighbourhood. But, as the whole force of these simple people is turned to discover the riches of the vasty deep, they have but little time for reflection upon those in the caverns of the earth.

How differently the Indian looks upon

these matters! I recollect having, by permission of the lieutenant-governor of Upper Canada, Sir John Colborne, now Lord Seaton, transcribed a speech from the chief of a tribe dwelling on the Isle of St. Joseph, near the Sault St. Marie, Lake Superior, who had found some copper; and I think it will interest the reader of this discursive work, as much as it did me.

Speech of Kewé-kumé-Gennum, on sending Specimens of Copper, to his Excellency the Lieutenant-governor Sir John Colborne, now Lord Seaton.

"My Father, I wish you to see the metal that belongs to the place where I first drew my breath; which is called by you St. Joseph's Island. I have heard for years the words of your mouth, and now I listen to them. I would never refuse you, if you should request me to do any thing that you desired me. But this piece of metal, which I now send you, was known by my fathers, who gave it to me when my days were young. I cannot say that I know exactly

where the yellow metal is; but, Father, I hold you firm by the hand. I still remember what you have done for my fathers, and although your fire did not burn a long time by my children's, I still hold to you. My Father, I am still young; about forty-five years have past over my head, and yet I cannot see as far as you can. I, who am called an Indian, feel as if blind, but your eye-sight is clear, and you can see far. Father, I send you this metal, that you may examine it, and know what it is. It is only lately that I have found the place where my fathers found this, that I send you. I shall wait patiently, I and my young men, women and children, what you will say about this yellow metal which I send you, and what you say I shall listen to. I am not so foolish as to have forgotten the kindness which my fathers have always experienced from our great father, but I always feel it, and with much joy I always meet with any belonging to him. Father, I shall expect

an answer from you immediately, and let me know the value of this yellow metal, or that you say that it will be useful to you, and then I shall employ all my young men to examine more carefully. If you find out that it is valuable, I shall desire you to send me one or two of your young men to come up and examine it for you. And now, Father, the reason why I now give this up to you, is on account of the person whom you have sent to us; he who has brought us knowledge, and whose whole business seems to be to do good to myself, and all my children. I am now willing, and all my children, to be instructed by him. Father, I will, certainly, if I am allowed to see that which you call to-morrow and the spring go down, reach with my own hands that kind arm which you have so often stretched out to us your red children, and see you with my own eyes. Father, although you have sent us your kind gifts this season, I shall still go, and ask you for a few things of which

we stand in need—I mean a few guns and some pans to put our food in. I have no more to say, but if I should not see you in the spring, the fault will not be mine. I am going with our wise man (minister) as soon as the leaves fall a little, to show him the place where this yellow metal is found, in order that he may tell you more about it.

"I have done."

"Sault St. Marie,
August 15th, 1835."

I picked up on the beach between St. George's Cove and Grand Grêve, several fossils which had been detached from the rocks above; a conularia, some madrapores, and several others; but the rock itself was excessively hard, and it was difficult to detach them *in situ*.

His Excellency wishing to view this wild coast nearer, ordered the barge, and I proceeded with him to the head of the bay at Little Gaspé Cove, landing at intervals; and we here discovered many small lead veins,

and their ramifications down to the level of the sea. We saw the stratification now very distinctly, the governor steering the boat as close to the precipitous coast as possible.

At one place we stopped to see a little fellow spearing lobsters, which he did very expeditiously, with a pole armed with a bent iron spike, watching them as they protruded themselves from under the rocky masses with which the beach is strewn, and then dexterously tossing them ashore. Some money was given to the child, who in return placed four fine lobsters in the boat.

After being satisfied that the galena was abundant in this neighbourhood, and that it is argentiferous, we returned to the house, the brig being under way. The rain had been incessant the whole morning, but the wind having moderated, we prepared to embark, and bade adieu to Mr. Aubin, Mr. Wilson, and the other gentlemen of Janvrin's establishment, after duly complimenting them on its extreme neatness and flourishing state,

and upon the comfort of the people around them, who appeared to have no other cause of complaint than the want of a proper road, and of a person to act as *grand voyer* (road-master), the path along the cliffs being dangerous at all times at night, or in bad weather, and impassable in winter, owing to the shelving of the land, and the consequent steep slope of ice which then rests upon it.

The fossiliferous limestone embraces, as far as could be seen for the forest, a tract of four miles, bounded by the red sandstone on each side, and runs across to the St. Lawrence, the impracticable precipice on that side being composed of it.

We saw a vast shoal of herrings just before we left the establishment, and on reaching the brig, found the men very busy catching mackerel.

The weather still appearing gloomy and threatening, the Kingfisher, which had been laid-to for us, put about and stood for Douglas Town; but it got so stormy in a

short time that they were obliged to square the yards and run in for Gaspé Basin, laying-to on the way for a boat with Mr. M'Mahon, the priest of Percé in it, who came to solicit medicines for his sick people, which Dr. Stewart supplied him with. He had a Labrador dog with him, and the poor animal was nearly lost. In jumping after his master from the ship, he fell overboard, and, owing to the nature of the weather, was with some difficulty saved by the fishermen. The loss of such a dog is great, as they are invaluable when of the proper breed; catching the sea birds when shot, and guarding their nets and boats.

We once more anchored, on the 2nd of August, in Gaspé Basin, which is one of the finest of its kind in the world, capable of holding the largest fleet, and perfectly secure, excepting against the white squalls to which it is subject. Colonel Glegg had been here the day before, in the gig, and although it was then insufferably hot at Grand Grêve,

and not a breath of wind either on the St. Lawrence or the Bays of Chaleurs and Gaspé, he experienced such rough weather in the Basin, that they sprang their masts. Ships at anchor, however, seldom meet with injury, as the squalls are of very short duration.

Three Indians and two of their squaws, brought us a bottle of mineral oil, some trout and partridges, and plenty of blue-berries; and were made supremely happy in return, by their leader being given a large silver armlet, the two others a smaller one each and some money, to which Captain Douglas added some provisions. The captain, like a true sailor, asked the head man, jokingly, if he would sell the decoration of the armlet; to which the Indian with great earnestness replied, placing his hand on his heart, that he would rather lose his life. They also brought us a fine black bear-skin, having recently caught poor Bruin in a trap.

These poor people represented that they

were unable to catch salmon in the south-west arm, on account of the white men having assumed the property of the river, and covered it with their weirs and nets. They also gave in a petition that they might be included in the receipt of presents from the British government, and stated that their branch consisted of fifty-two souls.

On the north-west arm we found that there was another branch of the Micmac nation, who existed by salmon-fishing, as that arm was not much settled, and was in a wilder country; as is the case indeed with all that side of the coast, from the Basin to Little Gaspé Cove. The head of the north-west arm is difficult of access, but is said to abound in minerals, which from the Indian account, must have been fine crystallizations either of quartz or lime. Mr. M'Connell sent me a bag of the former, collected near Percé.

Here we saw a seal, and picked up two specimens of coronula on the shore of the

spit on the north side, where whale offal was observed. These shells were parasitic on the whale.

The weather moderated a little at night. Next day the wind still being foul, we proceeded to the spit of sand, leaving some of the party to go up the north-west arm, for fishing in the gig. Here, as before, no fish were caught from the ship, but the seine on shore procured a few sea-trout and fish. A natural coarse bent grass is fast covering this useful sand-bank, and will in time prevent its being blown away.

There were some poor settlers on that part adjoining the main land; and here there was a whale-fishery establishment and salmon weirs, but both in a neglected and dilapidated state. A few coarse jaspers were on the beach; but the weather was so foggy, hazy, and drizzling, that we were obliged to return on board, where several poor settlers of the neighbourhood visited us, to procure medicines. One Irish settler brought a fine calf

for sale, weighing sixty-four pounds; and here the price of fresh meat of every kind was about sixpence per pound. A dollar was given to an Indian for twenty-four large lobsters, which he had been about an hour in getting for us, at low water, where, as the boy did, they watch them, as they protrude a claw out of their holes, and then hook them out with a gaff, or spear them.

The north-west arm was penetrated for about ten miles in the gig, and found to be of most difficult navigation, full of shallows, so that the crew had to launch their boat for above half a mile at one place. The north-west river, which empties into it, was as black as though it flowed over a peat-bog, and full of salmon-weirs. More than a hundred seals were seen in this wild region, and a young duck of the diver kind was shot.

Here the lumberers were seen working up to their waists in water, at timber-rafts; and a small house was visited, in which two families, with fourteen children, lived, the

fathers being engaged in whaling on the coast of Labrador. They kept an outarde, or Canada goose, which they said supported them in winter, by decoying the wild geese in their annual migrations.

Although the weather was very rainy, the captain was so anxious to find out what fish the coasts produced, that he hauled the seine on the spit, and took a fine bar-fish, a bleak, some sea-trout, lance, flat-fish, an eel, and they nearly got a young seal.

On Thursday morning, at four o'clock, the fog, which had hung in heavy masses on the precipices of the shore, having rolled up, and the wind veering to the north-west, the anchor was weighed, and we stood out of Gaspé basin, with a fine light breeze, catching several mackerel as the ship ran along the coasts. We soon passed Cape Gaspé, and the Old Woman rock, and saw the enormous cliffs, which are so fatal to vessels caught in the currents here. We observed many boats fishing near Cape Rosier, and

once had a faint glimpse of Anticosti from off this land.

Here I hooked an immense cod with my mackerel bait; but although overpowered at first, its struggles snapped the twine, and it got away.

After breakfast we saw a shoal of porpoises gambolling about the ship; and as a calm came on, caught some fine cod, and with the boat astern, some mackerel and a dog-fish. This fish, much dreaded by the fishermen on account of the damage it does to nets, is about the size of a very large cod, with the mouth under the head transversal, and crescent-shaped. It is very ugly, and very voracious, and appears to be of the shark kind.

After mid-day the wind appeared inclined to shift to the westward, and it began to be warmer; but we made very little way, owing to the strong easterly current which continually sets on this part of the gulph, to stem which requires a strong breeze.

By four o'clock, twenty-five cod, one weighing forty-two pounds, had been caught with

only two lines; and a whale had been seen very near us. Twenty-two mackerel had also been taken.

All day calm, and after twelve a heavy rolling swell from the westward; and at night the sun, as it set, had the appearance of Jupiter and his belts. There were appearances of an easterly breeze afterwards; but we had made so little way that Cape Gaspé was well in sight the whole day; and the current had set us down so much, that we saw Bonaventure Island, the rock of Percé, its high land, and a good deal of the southern coast of Gaspé Bay at nightfall. The top-gallant sails were therefore lowered at eight o'clock, and the main-sail furled.

I remarked a fine play of roseate and silver light glancing on the dying mackerel, which were exceedingly tenacious of life, contrary to the received opinion.

This night the north-western horizon presented a very singular appearance. By ship time it was nearly half-past nine, and by my watch it wanted twenty-five minutes to that

hour, when I observed a long red edge, or belt of light, as though the sun had just set, although it had disappeared about half-past seven. Perhaps this may be the effect of *mirage*; but as I saw similar appearances over the north-western horizon afterwards, and have since reflected upon the account given in the second volume of the Quebec Transactions, of the dark days of Canada, of the position of the three ships, and of the appearances at Quebec, in July 1814, where the darkness was most attentively observed, together with a lurid redness of the horizon which preceded it, I am inclined to believe that there is a very active volcano in the Labrador country. Showers of fine ashes accompanied this darkness; and the Indians of the coast all assert, that there is a volcano in Labrador. If so, by comparing the course of the winds which brought the heavy vapours to Quebec, to Cape Chat, and to the banks of Newfoundland in that season, on three different days, with my own observations of the lurid

light seen over the north shore, on the present occasion in the gulph, I am inclined to believe that this volcano exists somewhere in the rear of the Bay of Seven Islands, to the westward, a country almost wholly unknown; the Esquimaux and half-breeds who frequent the fishing establishments of the coast called King's Post, not daring to venture inland, on account of a warlike and savage race of mountaineers who hunt that country.

Cape Gaspé having been a stumbling-block to mariners, on account of the currents, calms, and fogs prevalent in this part of the gulph, I have judged it right to append to this chapter an outline of it, and the Old Woman, which I had an unusual opportunity of carefully drawing, from the delay experienced in lying off it.

We had a calm the whole night, and a heavy rolling sea, and early on Friday morning saw the land of Anticosti, as well as that of Gaspé. At ten a westerly breeze sprung up, and we saw three square-rigged vessels, and spoke a schooner from the Mag-

dalen islands. Afterwards, a very large whale passed the ship.

The shore of Anticosti, as we neared it, was not low, as is generally stated in the gazetteers, but full of high white cliffs, resembling very much the coast of the English channel.

We made it about two miles off the mouth of Jupiter river, near the new light-house, on the south-west point, and saw a large schooner standing in, which afterwards proved to be the Trinity yacht, on her periodical visit.

CHAPTER XI.

THE ISLAND OF ANTICOSTI, AND WRECK OF THE GRANICUS.

Dangerous Coast of Anticosti—A real Scylla and Charybdis—Wreck of the Bonito—Singular appearance of the Cliff—Magnificent Marble Light-house—Jupiter River—Labrador Indians—A Crusoe Scene—Provision Post—A voluntary Exile—Monsieur Godin—Horrible History—Wreck of the Granicus—English Cannibals—Light-house Bay—Lieutenant Harvey and his Family—Life in the Desert—Geology of Anticosti—Labrador Dogs.

ANTICOSTI, stretching as it does across the mouth of the St. Lawrence, is as much dreaded by sailors as the "still vex't Bermoothes" were of old. Constantly subject, in the navigable season, to fog, surrounded by shoals, and perplexed by strong currents, the sailing past Anticosti is always esteemed

the worst part of the voyage to or from Canada. A true Scylla and Charybdis exist here, compared to which the poet's Italian fable is nought. Anticosti, with its reefs and rocks, and Gaspé, with its iron-bound cliffs, five hundred feet and more in perpendicular altitude, are dangers which may well unnerve the stoutest seaman's heart in a storm.

I visited Anticosti under the favourable circumstances already stated, and although we had a stout and well-manned brig expressly fitted out for the occasion, and commanded by the late Mr. Douglas, the most experienced navigator of these seas, and although it was summer, and the weather as fine as possible, it was not thought prudent to lay off and on in the offing of Jupiter River longer than a few hours, to afford time for the examination of the mouth of that river, and of the new light-house then erecting a few miles east of it. Accordingly,

the barge was prepared, and at half-past eleven in the morning Lord Aylmer, Colonel Glegg, Dr. Stewart, Mr. Douglas, and myself, were rowed from the ship, which remained at nearly three miles distance from the shore, towards the white cliffs.

Here, on a sandy bottom about two or three hundred yards from the shore, we went round the hull of a timber-ship, which had been wrecked on her voyage from Quebec to Whitby. We made out the name on her stern to be the Bonito. Her masts were nearly gone, the deck torn up, and the bottom stove in. She had still a great deal of plank on-board, apparently in good condition, although she bore every mark of having been plundered. It was afterwards ascertained that she had been lost nearly two years before.

Near the wreck we perceived a large seal sleeping at his ease on a floating plank, and remaining very quietly until the noise of the

oars disturbed him, when he slid into the water, and, diving and re-appearing several times, he seemed to be quite astonished that such things as men should venture into his solitary domain. At last he came up close to the boat, and examined us very earnestly. His life was pleaded for, but the captain of the brig at length shot him in the face, and he was taken on board. His appearance was so much like that of a large terrier, that it was with great reluctance we saw him killed. We observed immense flocks of black ducks and divers.

We now passed the fine section of the white cliffs, which at a distance has much the same appearance as the chalky coast of Old England; but on a near approach the illusion vanishes, the colour turning to a sort of dirty buff. At its feet are singular hillocks of *débris*, above a sandy, shingly beach, and the perpendicular altitude of the limestone rock itself could not be less than 200

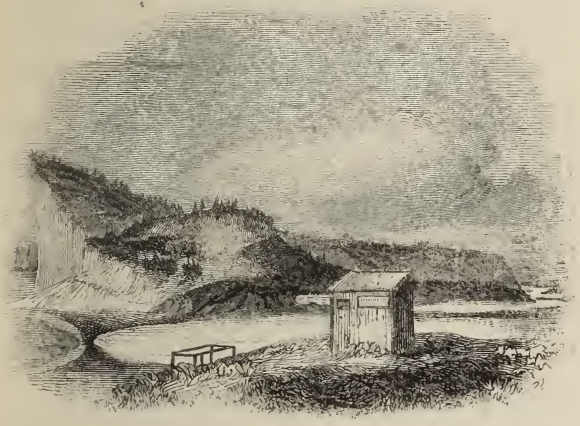
feet, crowned by a closely-matted and stunted forest of firs.

The stratum above the *débris* looked as though it were vertical, and the structure slaty; but I afterwards found that this was also a deception, as the stratification was horizontal, and the columnar, or pilastered appearance, arose from clearage.

In the middle of this curious cliff of fossiliferous lime-stone is a singular abrupt inner section, in the centre of which pours down a beautiful thin sparkling cascade, making a basin in the hillocks, and percolating through them to the shore below, which is one of the finest shingly beaches I ever saw, composed of fragments of the older rocks, and having good deep boat water close to its edge.

The white cliffs of Anticosti are very remarkable from the sea, and so dangerous is the whole neighbourhood, that at the most projecting part, about twelve miles east, or on the south-west point of the island, a very

elevated and magnificent light-house, equal to any of the best on the coast of England, has been constructed, of a species of white marble found there.



On rounding the corner of the white cliffs, we came suddenly upon one of the most singularly romantic scenes which it has fallen to my lot to survey,—the mouth of Jupiter River—lonely, desolate, beautiful, and wild, where, if stern and destructive Winter never held his awful court, we might suppose that a Crusoe had dwelt.

A deep recess in the curiously formed hills gave the many windings of the secluded stream unexpectedly to view; and although a large river for Anticosti, its mouth, barred by a deep belt of shifting sand, which some recent storm had thrown up, left its confluence with the ocean almost reduced to nothing, and only known to us in the boat by our being, by the violent commotion of the pent up waters, prevented from landing near it. The river here is not more than twenty yards wide, and has the true force and feature of a Canadian rapid. It gained its name from the loss of a large French frigate, the Jupiter, which suffered wreck on its treacherous margin.

This river soon expands, and we noticed that the Labrador Indians must have been here shortly previous to our visit, for one of their salmon weirs still remained intact, not very far from the coast.

A boundless forest of the stunted fir of these regions extended as far as the eye could reach, and formed, with the alluvial flats,

covered with cranberries and blueberries, together with a small green clearing, which some unhappy mariners had effected long ago, the picture now presented to us.

Advancing along the ridges of shingle, which here barred up the river, we came, in the centre of the flat space in which it winds its way between the cliffs, to a small wooden house, or shed, round which a profusion of vetches, with their lovely purple blossoms, were luxuriantly growing; whilst all along the shore were strewn vestiges of recent wreck, masts, spars, and planks.

This house we at first supposed to be a shelter for fishermen, as, on opening both the doors which led into its two apartments, and were only fastened by a latch and string, we found in one a wooden bed, like the guard-beds used for soldiers; a basket, with a few sea-biscuits; a tin canister, with the apparatus for striking a light; a knife, formed out of a razor-blade; bottles and cooking utensils. We afterwards learned that these

objects were purposely left, to assist ship-wrecked persons on their way along shore to the other provision posts. In the second room we found every requisite for fishing, and a large iron kettle, probably for boiling the seal-oil; and the whole space round the house was covered with barrels, &c. On the seaward side of the building was a large board, on which was deeply cut in relief—"Twelve leagues west to Provision Post." This was for the information of wrecked mariners, who would here find a comfortable temporary shelter, the windows being made air-tight, and there being a stove in the building.

It was therefore one of the provision posts kept up by government, and lacked only its usual supply. Twelve long leagues, or nearly forty miles, are however too great a distance for the worn-out seaman to travel, who does not find food where he may expect it.

We visited the clear spot on the beautiful hill to the right, luxuriantly covered with

grass, and on it we saw the remains of an old wooden building, the floor matted with weeds, and the roof wholly decayed. It is supposed that this house, which is a very conspicuous object from seaward, was the wintering place of Mr. Wright and his crew, in 1796, whose story is so well known.

There is another provision post at Gamaché's, on the west point of the island, who is the superintendent of that part, and lives there; and there is also one (that pointed out by the board) between his house and the river next to Gamaché's; and fifty miles east of him is the new light-house, which is twelve miles east of Jupiter river, in which lives Lieutenant Harvey, an officer on half-pay, who has chosen, with an amiable wife and a large family, to reign over desolation; and fortunate for the poor weather-beaten and unhappy victim of the storm is it that he has done so, for he will control and check the residents of the other posts, who

adopted their solitary mode of existence from other causes.

Next to the light-house eastward, and forty-five miles distant, is Hamel's, on the southern point, and the next is on the northern side of the island, at the north-east point, distant also from Hamel's forty-five miles; it is kept by Godin. Another light-house is to be built on the eastern end of the island.

I have been thus particular, in order to introduce this Monsieur Godin to notice, and, at the same time, to narrate the history of one of the most horrible events connected with the older provision posts, that has perhaps ever occurred in maritime annals.

On the 15th of November, 1828, the brig Granicus left the port of Quebec on her voyage to Britain, or Ireland, with timber. It is supposed that she was wrecked on the east point, as parts of the ship were found there, and that the crew must have met

with one of the direction-boards, which indicated a supply of provision twelve miles off, in the direction of Fox Cove, as the board was found, as if brought by one of the unhappy sufferers, at the place where the tragedy afterwards happened.

Upon arriving at the provision post, after what must have been to them a dreadful and perilous journey, they must have found it deserted, and nothing but an empty log hut and store-room to receive them, weary as they were. Godin had left it in the autumn for Quebec, where he is said to have been imprisoned for debt; and in his subsequent examination he averred that he had received orders to withdraw, and that the provisions, consisting chiefly of salt pork, biscuit and flour, had rotted. He has been accused of plundering it; but it is said that he proved his orders to withdraw, and was acquitted of all blame.

The scene that now ensued harrows the feelings. The boat was found at Fox Cove, not

far from another post, with provision in it, by some of the Magdalen Island fishermen, in May 1829, and it is probable the crew had been too much exhausted, after the ship was wrecked, to make any further use of it.

The fishermen stated that they found in the house many bodies, or parts of bodies, suspended, and a chest filled with human flesh. There was a rude almanack scribbled on the boards of the house, which terminated on the 23rd of April, the 22nd being the last date legibly executed.

The beams were literally hung like a butcher's stall, with human carcases; and a pot was found resting on the ashes, in which some of the undevoured and monstrous meal still remained. Bones and putrid flesh were found strewed about the place; money, watches, rings, and a note in pencil, signed "B. Harrington," desiring that forty-eight sovereigns, which were found as therein stated, with his body in his hammock, should be sent home to Mary Harrington,

Barrack-street, Cove of Cork. This unfortunate being, true to his filial or marital duty even amidst all his wretchedness, was the only unmutilated form amid the heap of dead. He had fed on the last surviving relic of the horrible mortality!

The fishermen gathered together as much of the sad remains of their fellow-creatures as they could, and decently interred them. They thought they could perceive the skeletons, and part of the flesh, of three children, two women, and eight men; and the loathsome skeletons of two others were also found in the forest, to which it is supposed they must have retired to suffer the excruciating pangs of hunger, and thus by meeting the death of Nature, to avoid being preyed upon by these maddened cannibals.

The fishermen reported the dreadful sight they had witnessed, and a vessel was soon afterwards sent to examine into all the evidence which could be collected.

Godin returned to his domain, the theatre

of these horrors, and there he reigns, with two fit associates, as we were told, a ferocious looking one-eyed wretch, and a half idiot.

Hamel's name is not in very good odour with the sea-farers. Gamaché, who is very industrious, is represented as being a most resolute, determined character, having once been obliged to shoot one, and wound another of a wretched famished crew who tried to break open his store for food. He has cleared some land, has oxen and two schooners, and rents from the seigneur the right of hunting for furs over one half of Anticosti, whilst Hamel has the other. Gamaché has frequent struggles with the poor Indians from the Labrador coast, belonging to the Hudson's Bay factory at Seven Islands, and Mingan, who poach on his manor, as this large island abounds with the fur-bearing animals, particularly bears and seals. The interior is difficult of access, from the dense and stunted vegetation, which, as far as we observed, was so closely interwoven

and matted, as to render the penetration of the forest impracticable, excepting by the rivulets and streams. The whole coast, it is said, may be walked round, in fine weather, by the beach; and the officers of the Gulnare surveying vessel, which we afterwards met on the Labrador shore, stated that in some places the trees were so low, and so interlaced, that they could actually walk for an acre on their tops, as you also can on the growth of the American juniper, in the country bordering Lake Huron.

There is another provision post at Cape St. Amre, in the uninhabited country on the mainland of Canada, on the south shore of the gulph; and provisions are kept on the north shore, at the fine light-house on Point-des-Meuts-Pelés, or Point Demon, as the sailors call it. The provisions at these posts are generally ten barrels of flour, ten of pork, peas and biscuit.

Near Wright's house, as I have before called the desolated building, the cliff is not

so high, and is continually falling down. I brought some specimens away, and here the vertical strata appeared very conspicuous. I could find but few fossils, and only saw some worn terebratulæ, in a boulder near the first house.

Going along shore for twelve miles, there was an unvarying scene of high bank, coated with stunted wood. The part of the shore, where the white cliffs terminated, was less bold, and near a ragged point which forms the extreme end of Lighthouse Bay, was a long reef and shoal water, composed of a ground covered with rounded stones. Here there was a fine stream of fresh water leaping over the face of the bank, and we shot a duck and saw a seal.

Lighthouse Bay runs deep into the land, with good shelter from easterly winds, in not less than seven fathoms. On approaching the lighthouse there was a very dangerous reef running off the point on which it is built, and a strong current ran to the westward.

The rocks are nearly horizontal stratifications, of the old transition limestone series, filled with encrinites of every length and variety. The upper surfaces crumble to dust by exposure to the weather, and the encrinitic columns, being harder than the mass, fall out. I obtained a very beautiful foliated slice by this weathering, of extreme thinness, but studded with beautiful specimens.

After walking over a spongy porous soil, on which some miserable potatoe plants were striving to exist amidst roots of stunted pines, we heard the sounds of busy life, and saw women washing in the brook, labourers hard at work, and mechanics employed in completing the building; in short, a little temporary station in the desert.

The lighthouse is four stories high, and is built of the more compact limestone found in the vicinity, and containing fewer encrinites than the rocks just mentioned. It cuts well, and looks very beautiful, being, in fact, a sort of marble. The interior is well

arranged, and is, as I have said, inhabited by Mr. Harvey and his family. He is a lieutenant of the navy on half-pay, who has been severely wounded, and has seen a great deal of hard service. The governor-general had this station in his gift soon after his arrival in the Canadas, and conferred it upon this meritorious officer, who will no doubt render it very comfortable for his family, but they must be contented to dwell in solitude for many years. They spoke, however, lightly of their prospects, and were exactly the settlers required to render a wilderness a garden. We presented them with an unusal luxury, a quarter of fresh veal, and they gave us bread of their own making, and many valuable rock and fossil specimens. The appointment of Mr. Harvey will be the means of keeping the provision posts in order, and will prove, as I have said, of the utmost consequence to ships and shipwrecked persons on this dangerous coast.

The light was first shown on the 25th of

August, 1821, and has since been continued from the 25th of March to the 31st of December in each year. It is a grand revolving light on the Argand principle, and when vessels are to the eastward, they may safely stand towards Anticosti until it bears N. N. W. by compass, when they will be in a good fair way, and can make a little free with the land by the lead. The land trends from the lighthouse S. E. by S. or nearly so. S. W. point, 49° 23′ north latitude, 63° 44′ west longitude.

Another has since been erected on the eastward of Anticosti.

The Eastern Headland of Anticosti is in { 49° 8′ 30″ N. L. / 61° 44′ 56″ 9. W.L.

The Northern Point is in . . . . . { 49° 57′ 38″ N. L. / 64° 15′ 1″ 4. W.L.

The Western Headland is in . . . . { 49° 52′ 29″ N. L. / 64° 36′ 54″ 9. W.L.

The variations of the compass in 1829 were found by Captain Bayfield, R. N. to be 24½° east-end of Anticosti, and 23½° at west-end.

I was sorry that I had not sufficient leisure to examine this interesting geological spot; but evening was closing in, and it was necessary to delay no longer than an inspection of the lighthouse required. I procured, however, large and valuable encrinital remains, yellow blende, some fine white marble, and have no doubt that a rich treat would be afforded to the collector, who had leisure sufficient, in this vicinage.

We observed several fine Labrador dogs belonging to the station, and on embarking we met Lieutenant Harvey coming ashore in a boat from the Trinity yacht, which was lying off. He informed us the light was to revolve every six minutes, and to show different colours.

We made all sail on the barge, and reached the ship by half-past six, which had been standing off and on for us, and was only in ten fathoms, so that the moment we were on board, she filled and stood before the wind, in order to clear the western extremity

of Anticosti, previous to the darkness commencing.

The breeze favouring us the whole night, we by eight the next day were seventy miles on our course towards the Labrador coast.

CHAPTER XII.

THE LABRADOR, OR NORTH EASTERN SHORE OF CANADA.

The Bay of Seven Islands—Dr. Kelly's Tables in the Quebec Transactions—Curious Effects of Mirage—Ball Island—Its Geological Character—The Seven Islands—Their Products—Labrador Tea—Magnificent Bay—Captain Bayfield—Important Discovery—Extraordinarily Low Temperature of the Water—The Hudson's Bay Company—Value of the Free Trade here—Tribes of Indians—Sudden Fogs—Whales—Awkward predicament—Position of the Seven Islands—Fishing Birds—Attack by Sea Birds—Curious Atmospherical Phenomena—Seal Hunting—Important Improvements in the Navigation of the Gulph—Difficulty in Surveying these Shores—Singular Optical Illusions—Extraordinary Nature of the Coast Scenery—Sulphur Springs.

We were desirous of visiting Mingan Islands and territory, where a large fishing and fur post is established, but the wind being south-west, and rain and cold weather

coming on, the thermometer in the cabin on the 6th of August, at nine, A.M. being only as high as 60°Fahrenheit, it was determined to take shelter in the Bay of Seven Islands. This is at all times the coldest part of the gulph; the surface-water is not more, at this period, than 44°.

About the same time, that is to say on the 3rd of August in this year, Dr. Kelly, who accompanied Captain Bayfield in the naval survey still carrying on in the Gulph, observed, at nine, P.M. that the surface-water in the Bay of Seven Islands was only 53.5°, whilst the temperature of the air was 61°, at four hours ebb, and the specific gravity of the water at 50° was 1.0202. His tables and observations on the specific gravities and temperatures of the water of the St. Lawrence, published in the Quebec Transactions, are highly interesting.

The weather falling calmer, and the usual fogs and mists of this region coming on, we could not make our harbour, although we

saw the coast as early as ten o'clock in the morning. A seal was observed fifteen miles from any land, in the afternoon.

Long after sunset we again noticed that peculiarity of its reflected light common on this coast. On this occasion, streams of light shot up from the sun, while under the horizon, at a quarter-past nine, and were reflected back from the clouds on the water, towards the ship, as if from a double sun. This I believe is one of the singular effects of the mirage of the St. Lawrence.

On the 7th August, at five, saw the Seven Islands very distinctly, and the coast towards Mingan—high, barren, desolate-looking land. The western end of the Great Ball has a remarkable fissure from the top to the bottom. A seal was shot here.

At nine, the barge was hoisted out, as there was so little wind, and we rowed five or six miles towards Ball Island. There I observed a remarkable glittering appearance on the rocks, which I afterwards found arose

from huge feldspatic crystallizations. We could not land on these smooth, black, bare rocks, but noticed a remarkable veined structure, which in large, and small seams intersected them every where, whilst it was also much fissured. We tried to land at several places, but found it impracticable, the surface being round, smooth, and slippery. Rowing, therefore, into the cluster of the islands, we saw a boat making signals, and hovering about, as if doubtful as to our intentions. After some time, it made sail towards us, and proved to be a surveying-boat from the Gulnare, with Dr. Collins and a party of seamen.

The Doctor shewed us a fine sandy cove there. We landed, and I obtained several specimens of the trap greenstone, with the veins running through it. This rock is covered, wherever the black veins appear, with a strong ferruginous coating, which stains it of a deep red, and renders it very slippery; depositing in the little pools left by the spray,

its red pigmental oxide, and which coats shells that have been washed there in severe gales. Some of the veins again looked like feldspar, but were silicious; others were composed of fragments of greenstone interspersed in the silicious particles, and in one place there was a stain in the rock like the green carbonate of copper.

The Ball Island appears to be a trap-rock, of greenstone, feldspar, and hornblende; but I had not, as usual, time to collect many specimens, whilst the rock was excessively hard, and I was confined to one spot. Its surface in general is black and shining, and in parts of a red clayey flesh-colour. The crystals of feldspar and hornblende are sometimes of very great size, and reflect light from their water-worn and polished surfaces, to a considerable distance.

The whole of the seven islands are high, abrupt, rocky, sterile, and poorly covered in places with a stunted fir, which flourishes most at the southern sides.

Partridge-berries, cranberries, and pigeon-berries are abundant; and Labrador tea is found in great quantity.

After a short stay on the Great Ball, we embarked, and stood with a smart westerly breeze for the ship, which had run in and was coming to an anchor in the bottom of the bay, eight or ten miles distant, near the Gulnare surveying schooner, commanded by Captain Bayfield, R. N.

We had several strong puffs off the end of one island, and opened at last a most magnificent bay, where the largest navy might ride in all winds in perfect safety. Here we saw a marquee and two bell-tents ashore, on an amazingly extensive alluvial flat, which runs back to the mountains of the mainland. The king's posts and stores, as the fur and fishing stations on this coast are styled, were further in on a point of land where good water is procured, for which our boats were immediately dispatched.

Captain Bayfield and Dr. Kelly, names

dear to Canadian science, came on board to pay their respects to his Excellency; and after Lieutenant Collins had concluded his day's work, they dined with us, and remained until night, affording us a fund of information respecting the gulph and its shores.

The mountains here seemed interminable inland, and a fine yellow line of beach, with the white houses of the Hudson's Bay Company, set them well off as a foreground. The alluvial plain before-mentioned, consists of an endless succession of ridges, rising but little above the water-level, and covered with an open growth of stunted spruce and balsam firs. The ridges, on removing the soil and rotten leaves, contain numerous sea-shells, of the same nature as those found on the beach at present; which shows that this immense region of sand and shingle is of recent formation.

Captain Bayfield, whose geological acquirements render him an excellent judge, is of opinion, that the sandstone of Gaspé is of

the newer formation; and he agreed with me, in thinking that the stratification of the Jupiter River cliffs in Anticosti was horizontal, and that the vertical appearance is owing to clearage; although he had not had a good opportunity for close observation. This is indeed the more likely, as the whole island appears to be of the mountain limestone formation, and very horizontally stratified, in the large way of viewing it.

Lieutenant Collins, who has been since lost to the service and to science by premature decease, mentioned that a party had recently explored the great river, called the Betsiamitz, in the vicinity, and had found it navigable for ships for forty miles from its mouth, with good anchorage, and a fine growth of pine timber. This is considered a fortunate discovery, as pine timber so near the ocean is highly valuable.

No fish had been found here after ten days' search by the Gulnare, excepting a few herrings, probably from the extraordi-

nary coldness of the water, which at six fathoms was only 38°, that at the surface being only 50° in the beginning of August. This is owing, most probably, to the vast body of cold water brought through the straights of Belle Isle, by a current from the Polar seas.

Captain Bayfield had observed coloured auroras here, in 1830.

The Hudson's Bay Company have bought Mr. Lampson's interest in the king's posts, the government receiving £200 a year from him, for these fur and fishing stations. Lampson, it is said, was offered £25,000 for the eleven or twelve years that his lease had to run; which shows the value of the fur trade on this coast.

Tribes of Indians, from the far north-west, were seen here, in 1830, by Captain Douglas. They were perfectly naked, excepting the usual breech clothes, and frightened the coast Indians by their sudden appearance; they remained, however, only a very short

time. A wild tribe had also recently visited this station, totally differing from any nation ever before seen there. They would have no communication whatever with the ships or crews; and I am much inclined, from various circumstances, to believe that these were a remnant of the Red Indians of Newfoundland, who were hunted by whites, little less barbarous than themselves, until they quitted that vast island.

On the 8th of August, we got under weigh again at daylight, but it falling calm, we did not move out of the harbour till past nine. During this calm, porpoises floated round the vessel, lying at full length and basking in the sun, which I do not remember ever to have seen them do before, as they are generally observed gambolling, and performing their uncouth somersets.

We caught no fish with seventy or eighty fathoms of line. Our anchorage near the Gulnare, which was in six fathoms, strong clay, was equally unproductive. An exten-

sive marsh, which was covered with wild ducks, forms the west side of the bay, and from this marsh issues a low narrow peninsula, out of which proceeds a long range of lofty rocky promontory, clothed with stunted spruce, similar to that of the islands.

This noble basin can be reached and departed from with any wind, as the various channels amongst the covering islands are all deep water. It would form a grand station for a look-out squadron, were it not so subject, from the coldness of the water, to fogs, which are sometimes local and sudden, as we experienced; for in the boat on one side of the Great Ball, we had none, whilst the other islands were veiled by clouds of fog; and on the east face of this narrow isle, the Kingfisher, in running in, was obliged to bring-to two or three times, so suddenly was she enveloped; and indeed, at one moment, the captain thought he should be under the necessity of letting go the anchor in sixty or seventy fathoms.

The land of the south shore of the gulph is so high, that we saw it distinctly from the inside of the harbour.

In working slowly out, we saw a whale, and presently two enormous black ones swam leisurely alongside, spouting away until they cleared the narrow channel near Basque Island. They seemed quite at their ease, kept side by side, and although close to us, did not appear at all alarmed. It was altogether, with the scenery around, a wild view; and the western channel, in bad weather, must be a nervous place to work in, closed as it is by rocky inlets of the round, bare, smooth-washed rocks, over which the sea must break very high in winter gales.

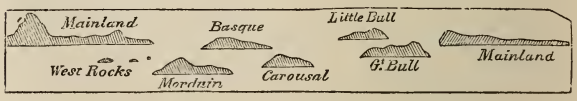
We saw a brig working in, and a schooner outside, and again observed the south shore, which is no less than sixty miles distant. It was a fine clear day however. Thermometer in the cabin 64°.

Just as we got out, another whale of the yellow or spermaceti kind, and of immense size, came blowing close to the stern of the

vessel, and afforded us a close and distinct view of the largest fish of this kind we had seen.

Here, we were nearly in difficulty, for it became suddenly quite calm just as we were near the west rocks, at the very entrance of the harbour; and a violent current at once shewed its strong ripple, and drove us fast towards them. The boat was immediately lowered to tow us off, but fortunately the wind rose again, or we should have been awkwardly situated. This appeared to be caused by the strong current setting out of the bay, and the flood-tide meeting it, so that it sucked every thing with it, and although it was a dead calm, the waves actually broke. Two more whales, a black and a yellow one, were observed running together.

We had much difficulty in getting off this iron-bound coast. The seven islands are situated thus—



The western high point of land has a notable hummock on the top, and its extreme point looks like steps or stratification, being most probably trappose. It has one ugly reef off it, and several small and dangerous rocks, which look like stepping-stones.

I saw several granitic and feldspathose boulders in the little coves, very much rounded and worn; but they are not numerous, as they cannot lay on the land, which is every where rounded, slippery, and steep.

In the south-west interior, I saw a high mountain, with steep and very lofty precipices; it was, however, too far inland to discover any stratification, even with the glass.

On the stepping-stone rocks, we observed that each rock was the throne of a bird of large size, sitting very quietly, and at the head of these fishers there seemed to be a large auk or penguin. Some of the observers thought this leader was an immense eagle; but we had never seen any land birds on these barren solitary isles, and scarcely any other birds than ducks or gulls.

The gulls sailed screaming piteously over our boat yesterday, as we rowed round the large island, seeming to upbraid us for disturbing their savage domain. I recollect once, in early youth, visiting the scaw, the most northerly point of Britain's Isles, in Shetland, and being actually attacked by the huge sea birds, whose dominions we had invaded: our small party were, indeed, so incommoded by them, that we retired.

Standing past Point Jambon, or Ham Point, with moderated weather, for it had blown sharply in squalls, we passed Marguerite and Fox Rivers, and observed many whales blowing and spouting very high, off Point-de-la-Croix.

Saw the red light over the north-western mountain again at half-past nine, and afterwards an appearance resembling the zodiacal light. Although the moon was only one day old, we had distinct vision of all around us.

The captain, an intelligent mariner, who

was better acquainted with the gulph than perhaps any other person, informed me that the nights were generally light in these latitudes, a matter of great curiosity and interest, proceeding perhaps from the accumulation of snow and ice to the northward. The *rougeatre* appearance, seen on the mountain horizon so long after sunset, is also very interesting, and may arise from the peculiar state of the atmosphere, or from the cause I have already adverted to. I never saw it any where else.

I had, as yet, observed no phosphorescence in the sea, excepting a slight one in Seven Islands Bay. When Captain Bayfield's boat left our ship, the oars caused a scintillation, but it was very slight.

The Indians of this coast hunt the seal even during the whole winter, and are sometimes carried out to sea, with their canoes, by the moving of the ice.

We made but little progress during the night, and were between Point Jambon and

Egg Island, and in passing Cranie Island, saw so many whales in shore, as to render it useless to enumerate them, as we observed them continually. A very large species of the porpoise, vulgarly called the bottle-bump, came alongside, with a seal.

We noticed signs of trade in all the coves of this desolate coast, as many small vessels were working in and out of them.

I ascertained that Anticosti was first made a station for provision posts in Sir James Craig's government, and that two men were sent and provided with them for the use of distressed mariners, by the proprietors of the island. Since that period the king's stores supply the provisions, which are sent down annually in the fall of the year, by the colonial government, to the following depôts:

1. Grand Bay, west end of Anticosti ..... Gamaché's.
2. Shallop Cove or Creek, near the south point, do. Hamel's.
3. Belle Baie, north-east end, ditto.....Godin's.

Shallop Creek is distant from the light-house, on the south-west point, about sixteen

leagues, and direction-boards are now placed at various distances along the shore, to assist mariners in finding the depôts.

In 1829, a provision post was also established, by legislative enactment, at the River Saint Anere, below Cape Chat, and where the new light-house at Point-des-Monts was erected; a quantity of provision was also placed there at the recommendation of the Trinity House, and that board has also suggested that depôts should be kept at the light-house on Anticosti.

Great improvements are taking place annually in the navigation of the gulph and river. The superb light-houses on Anticosti, and at Point-des-Monts, are worthy of the British nation; and Captain Bayfield's charts, when published, will tend, with them, to preserve much human life and valuable property. I do not know whether any light has been shown on the Bird Island; but it is about as dreadful an obstacle, on a dark night, in entering the gulph, as St. Paul's Island, and

perhaps even worse. The latter is now, at least, rendered more secure to the midnight wanderer on the deep.

The Admiralty survey was particularly requisite, as Anticosti, on the best charts, was thirty miles out of its place, which has doubtless caused many wrecks; and the north shore was so badly laid down, that in one of the best of them, in a distance of only thirty miles of coast, there is an error of no less an amount than ten miles.

The service of surveying the Esquimaux and Labrador shores, is doubtless a very severe one, as the officers and men have to pass most of their time, in a climate barely temperate, in open boats, or to encamp on shore, amidst myriads of mosquitoes in summer, with the disadvantage of lasting fogs, rains, and bad weather in the autumn. But British naval people can overcome greater hardships than these; though to understand the nature of this service, it is necessary to witness it on these savage, inhospitable coasts.

At six o'clock, P. M., on the 9th of August, we were off Caribon Point and the Cross Isles, in a severe gale of wind, which, however, did not last very long. Here we observed two brigs and a schooner, which had accompanied us, to assume strange and fantastic shapes, from the *mirage* so peculiar to this region of the gulph, and which has been since made a subject of inquiry by Dr. Kelly, who has published his opinions thereon in the Quebec Transactions. Sometimes their hulls would swell and elevate to three times their natural sizes, and their sails be depressed to within a short distance of the decks, so as to present the strangest forms that fancy could devise; the shores also seemed as if vast cascades were running down them. This evening was very cold, and the fog only on the surface of the distant water, so as to be scarcely visible. I never saw so rapid and singular a play of optical delusion, which forcibly attracted the notice of every body on board.

The Canadians say that these delusions are the forerunners of easterly winds here. We had plenty of wind at the time, which subsided about eight, when the light-house on Point-des-Monts, on low land, was very visible, and the refraction made this splendid light shoot up like a pillar of flame. A little island astern of us, and which was in reality a mere round rock, with a few trees on it, suddenly appeared, like a vast Titanic Martello tower, if I may use that term, with enormous proportionate scaffolding. The sunset invisible at eight over Trinity Cove.

The wind freshened again, and we saw several vessels in the roadstead of Trinity Cove, which is a very safe anchorage in westerly to south-west gales. Captain Douglas had rode out several hard ones there. It is said, that the light-house on Point-des-Monts should have been placed on the extreme point, instead of a mile from it, and as it is liable in consequence to deceive strangers, who stand in too close to weather it.

It is in 49° 19′ 32″ north latitude, and 67° 24′ 49.5″ west longitude; the extreme point being in 49° 18′ 38″ north latitude, and 67° 26′ 19.5″ west longitude. This place is also called Cap-des-Monts-Pelés, and Cape Demon.

We came to anchor in Trinity Cove, in ten fathoms, at half-past nine, when it was still light, and the red reflection was partially observed on the clouded sky. We were in some doubt as to our anchorage being the right one, or whether we were above or below the true spot, and it now grew dark, but still the bright streaks of yellowish-red light remained in the north-west.

The schooners at anchor we could not now see, as none of them showed a light; but the Point-des-Monts light-house was very clear, and right a-head, which somewhat calmed our anxiety, as this is a bad coast.

A brig, which had sailed with us, lay within a mile and a half off, in the evening. There was then no perceptible fog to the

eye, and with the glass the people on board could be seen, yet her foremast was apparently over her bowsprit. The other brig astern looked very like an old cathedral, at one time. This deception, without apparent fog, was not confined to one spot, but was all round the near horizon; whilst the lofty distant mountains on both sides kept their natural shapes and positions. We could distinctly see the extraordinary looking cones on the south shore, called the Paps of Matane, which are probably the highest summits in Canada. We were at least seventy miles from the south coast, and they are some distance inland. To give the reader some idea of the nature of the scenery in this quarter of British America, I shall only observe, that these cones are said, by good observers, to be 3700 feet in altitude above the sea, and nearly twenty miles from it; whilst the coast is bound by natural precipices, hundreds of feet in sheer straight faces, and the intervening country appears to be broken and

disrupted into every imaginable form that the most awful idea of earthquake could suggest.

A mountain on the opposite coast of Labrador, called Mount Thoresby, on an island south of Kiglapyed, was found, by the officers of her Majesty's ships Medusa and Thalia, to be 2733 feet; and the Kiglapyed, the Kaumayok, and the Nachwak were much higher. In fact, the whole of the interior, on both sides of the gulph, consists of lofty ranges, whose heights are still unverified, owing to the howling wilderness in which they are situated.

After much anxiety (for with the wind we had we could scarcely have doubled the low point or shoal off Cap-des-Monts), and after having endeavoured to ascertain where the schooners we had seen had anchored, by rowing about with a light, we heard a dog bark, and immediately sent the boat in that direction, and to our joy saw the light hoisted on board a vessel about a mile on our star-

board-beam. We heard a waterfall plainly on the shore, and a warm stream of air shot athwart the ship, relieving a little the coldness we experienced. The red light in the north-west was visible at a quarter past ten.

On the morning of the 10th of August, after ascertaining our position in this roadstead, we commenced fishing, but caught no cod in ten fathoms. There was, however, a very strong current running, which may account for the absence of that fish.

There being but little wind, and the weather still foggy, it was determined to send ashore for wild hay, or vetches, for the cow, and to haul the seine. At ten his Excellency accompanied us on shore, the mate being ordered to fire a gun if the wind came to the eastward, as the roadstead is unsafe in gales from that quarter.

We soon lost sight of our ship in the fog, and landed on a beach of fine sea-sand, dotted with large granitic boulders, which render it difficult for a boat to be brought

close to the shore. There is a salmon-fishery in a river above some rapids. We found symptoms of a spring containing sulphuretted hydrogen, near the mouth of the river about to be described, and saw large deposits of sulphurous matter on the sand and pebbles; so that there must be sulphur springs up the stream. The smell was exceedingly strong and offensive.

We now came to a singular scene, the estuary of the river which falls into Trinity Cove. This wild desolate spot being seldom visited but by the Indian salmon-fisher, I sketched it, and have introduced it as the frontispiece to the present volume.

CHAPTER XIII.

LABRADOR COAST.

Desolate Scene—The Grampus and the Lance-fish—Trinity Cove—Resort of the Esquimaux—The White Trout River—Singular Geological and Botanical Specimens—Impenetrable Forest—A Beaver—A Grave in the Desert—Fly-fishing Extraordinary—Nondescript Dwelling of some Marine Animal—Plague of Musquitoes—Reason and Instinct—Dangerous Shoals—Circumsolar Rainbow—Mirage—Premie Islands—Character of the Coast—Deception caused by Fog—Geology of the Coast—Immense Force of the Gulph Storms—A Scene for Robinson Crusoe.

I HAVE given the drawing last spoken of to afford an adequate idea of the wooded shores of the desolate Labrador;—wild, tenantless, and sterile—abandoned by nature to the beasts of the forest, the birds of the air, and the denizens of the water. Every thing is on a grand scale of wildness. Whales played

round the vessel; the grampus, the porpoise and the seal, were busy in their vocations; and a grampus actually drove a shoal of the brilliant and delicate lance-fish against the sides of the vessel, where they remained darting about in great quantities.

In this cove we found the river which I have depicted, which proved to be a place where the Indians of the coast, called Montagnards, or Esquimaux, occasionally resort to for salmon. The estuary of this river is a singular place. An accumulation of enormous stones of gneissoid and feldspathose boulders, of the granite family, have been hurled into the mouth, and into the sea, on each side, for a quarter of a mile, and the river forces itself through them. The sparkling sand in front, covered with large sea-shells; the roaring river; the dark spruce woods, with their beautiful, but stunted spiry-formed trees in the background; the hedge of forest, actually impenetrable, which closes in the river, intermixed as it is with the pure white

of the silver birch; the innumerable boulders; the foaming and struggling water, with the little space clear of trees, but matted with blueberry and pigeon-berry plants; all together formed a picture of which the engraving will afford a very faint conception.

We traversed the open space, and came suddenly on the bend of the river, which here lost all its rushing and contentious strivings with the rocks, and its black solemn flood flowed in a dark glen, hemmed into the very edge by the fir-forest, and deep and sombre as night.

We made then a journey westward along the beach, and found echini, buccinum, clypeastres, and a curious domicile of some sea creature, made like a glass lamp-shade, and composed of sand, firmly agglutinated together; also a great variety of univalve and bivalve shells. The geological phenomena were also interesting, as some curious distinct veins in the trap were seen, and the trap formation itself was well distinguished. Dr.

Stewart also picked up several rich botanic specimens. The partridge-berry, a beautiful plant, was very thick along the edge of the forest, which, however, we could not penetrate. Here also we saw the native red and black currant, the wild gooseberry, the Canadian pear, the strawberry, pigeon and blue-berry. The latter and the cranberry literally covered the open spaces, and appeared lavished by Nature for the support of the birds who feed on them.

I could not avoid remarking to my friend Dr. Stewart, as we walked along, the extreme beauty of some of the later flower and fruit-bearing plants in this wild and dismal solitude, where the forest is of so close, yet stunted a growth, and where man never appears except for the sake of the fishery.

Nor could I refrain, although no botanist, from gathering the beautiful rich blue seed-vessel, or berry of the *convallaria umbellata*, a bunch of the *cornus canadensis*, or scarlet partridge-berry, with its bright green leaves,

and that common, yet lovely flower of those regions, the *epilobium montanum*, of a delicate purplish pink colour, and very large. These three, placed *en bouquet*, I think would form one of the prettiest botanical drawings that could be grouped.

The captain of the brig told us he thought he had seen a beaver here; but I am inclined to think they are farther in the interior, and that he disturbed a huge musk-rat, whose habits and domicile are not unlike those of the castor.

In this desolate region we suddenly came upon a little green spot of earth, covered with high grass, where a cross and a slab of wood were set up over a grave. On the slab a name was cut, probably that of some poor sailor or shipwrecked person. A grave in the deserts of Labrador is a fit subject to lead the mind to contemplations of the deepest and the holiest nature; and there was not one, even of the crew, whose natural feelings were not touched

by this simple memorial of a fellow-creature.

We took a few small lobsters and crabs in the seine; but the smaller flat-fish were so numerous on this shore, that it required only the boat-hook, or the awning-rods, to spear them, and the sailors accordingly procured a large supply.

The sand-flies and mosquitoes were so troublesome, that we were glad to get sight of our jolly-boat, which took us back part of the way to the river; and here we found Colonel Glegg fishing for white, yellow and sea-trout amongst the boulders.

The fishery was so attractive, that Lord Aylmer joined in the sport; and so eager were the trout for the fly, which they probably had never had offered to their notice before, that two, and even three at a time, were caught on the hooks, the trout rising as fast as the lines were thrown. But the amusing part of this scene was the captain of the brig essaying his skill in angling with

the fly. Izaak Walton would have snatched the rod, gentle as he was, from the "boisterous captain of the sea." He stood as far out on the rocks as he could venture; and when he hooked a fish, passed his rod to a sailor on a rock behind, and he again to another on the shore; so that three persons were engaged actively with one little fish. At last the captain got out a little farther, and then he was unable to hand his rod to the sailor, who now took a new method, and when the line and fish were swung towards him, used his weather-hat as a landing-net; and what with his awkwardness, his good-humour, and a sudden capsize he got into the water whilst securing his fish, he afforded excellent sport.

Having thus spent a very pleasant day, our table was spread on a fine flat granite boulder; and after partaking of refreshment, as the fog, which had remained intense on the sea bordering this land, began to clear, so that there was a chance of seeing the ship, we embarked at seven P.M., and steering by

compass south-east, were very nearly losing ourselves, owing to the thoughtlessness of the men, who had placed the iron-heads of the unshipped masts directly over the compass.

The fogs play strange and dangerous tricks in these latitudes; for, although when near our vessel we could not see it, we could again see the Pass of Matane, high mountains sixty or seventy miles off; and when we again saw the shores, they seemed as if a huge wall of cascades were pouring from the forest; while the latter assumed the most fantastic shapes.

One hundred and thirty white, yellow and red trout, including a dozen caught by the nautical Walton, were the produce of our fly-fishing experiment, and the foamy stream was thought worthy to receive the appellation of the white trout river.

The conchologist would reap a harvest of small shells on this shore; the botanist is amply repaid by observing most of the La-

brador plants; and the geologist has his labour's reward. The rocks here are of the same class as those of the Bay of the Seven Islands, excepting that there were more direct appearances of granitic aggregates; and they were cut by large feldspathic veins, and by veins of quartz and feldspar intermixed. They showed a good deal of iron stain on the hornblendic masses, and were more accessible to the foot than those of the Great Ball, and in that respect very unlike their congeners; which is probably owing to the sea not having had so entire a control of their surfaces.

At a large trap-rock, near a point of rocks three miles west of the river, I observed huge outpourings of gneissoid matter, in frequent veins, and this trap-rock resisted the hammer as much as that of the Great Ball.

Singular small veins, or markings of feldspar and quartz, were observed, like those

described in the trappose formations of the Saguenay, by Captain Baddely, but of course different in their constituent parts. They were not many feet in length, and the terminations of the larger ones were often very distinctly and beautifully determined, and seen to the greatest advantage in those spots where the tide flowed over them.

The dwelling of some marine animal, made of sand, which I before mentioned as resembling a lamp-shade with a lip, I do not remember to have ever seen noticed. It was about as large as a small tea-cup, and composed firmly of sand, with a great deal of black mica, in small dots. Its tenuity, however, was extreme. I did not succeed in bringing a perfect one on board. In Lake Ontario it is not uncommon to find the sand slightly agglutinated, and coherently floating in masses on the still water; but this was evidently the work of some marine animal, and no sport of Nature.

Our seine produced only two or three

toad-fish, a few small dabs, and some lobsters in a sickly state; but a great number of middling-sized crabs were found on removing the sea-weed.

The sand-flies and mosquitoes were very troublesome on this beach; but notwithstanding, we saw some sailors from the schooners sitting very quietly playing at dominoes, a favourite Canadian game; they had, however, a fire lit to smoke out the pests. The fog was so thick that no part of the sea, excepting a narrow belt touching the shore, was visible. Our carpenter, who went into the wood to cut a spar, had his eyes closed by the mosquitoes.

We got under weigh, but passed a very uneasy night, as the fog continued dense, and the wind a-head, the currents uncertain and strong, with a heavy rolling swell. At nine the next morning it cleared a little, and we saw a fine brig standing to sea with all sail set. This brought to mind the saying of Dr. Johnson, in the Rambler,—"Reason may be

illustrated by seeing a ship in full sail; instinct by a bird's nest; the one always improving, the latter always stationary, but both the acmés of their kinds." And, indeed, nothing can be a more magnificent spectacle after toiling in darkness and danger along a dreadful shore, than to observe, on a sudden lull of the elemental warfare, the beautiful appearance of a fine vessel running before the wind with a smart breeze, and clothed with canvass, even to her studding-sails and royals.

At ten, we saw the high land of the north shore off Point Godbret, as it is called in Purdy's map, but pronounced Godbut by sailors. We had made twenty miles against a head-wind, and heavy rolling sea, such were the goodness of the vessel, and the skill of its master.

There were four or five houses on the shore, these being one of the hunting establishments of the kings posts at Godbret, with a long spit of land running out from them,

and a very lofty table-land, overtopped again by high mountains, covered with wood in the background. This place is twelve miles from St. Nicholas Cove, the next roadstead in a westerly gale, and thirty-three from Trinity Cove.

This was a very cold day. The thermometer in the cabin at half-past seven, P. M. being only at 58° Fahrenheit. The ship pitched violently, and the weather was altogether the worst that we had experienced. We tried, therefore, to make St. Nicholas harbour, but the entrance being very narrow, the ebb tide against us, and such a high sea running, we could not effect it, after many trials, before it became dark; and we therefore stood out to sea again. I was sorry for this, as the harbour was extremely picturesque, the entrance being between two points, which are composed of ledges that overlap, and the land extremely lofty and precipitous.

We stood across the gulph all night, to avoid the Manicongan shoals, a vast spit of

sand and rocks, and at nine next day found ourselves opposite Metis harbour on the south shore. It affords, however, so little shelter, and the entrance is so close to the rocks, that Captain Douglas preferred tacking and standing back to the north coast.

The land here was high and gloomy. We saw some houses at Matana, a small fishing place. The weather, although it was the middle of August, was very cold, 57° in the cabin, at ten, A. M., the wind steady from the west. The barometer fell a little, and a heavy rain followed, whilst the thermometer rose to 60°. The Manicongan shoals are eighteen miles long, and run from the shore; we distinguished them plainly by the still water. A seal followed us for a quarter of an hour. This night and day were very cold, dark and stormy.

On the 13th of August the thermometer fell in the morning as low as 53° in the cabin, and 46° on deck; clear, cold weather. We observed a whale, and the Bencoolen, a

large ship, formerly an Indiaman. At eleven this day we had only made twenty-seven miles, but after twelve, the wind veered a little in our favour off Betsiamits Point, for the first time since we left Trinity Cove.

We saw, as the wind changed, that unusual phenomenon, a circumsolar rainbow. It was formed at the edge of a densely dark halo, which extended about 12° or 15° from the sun's disc, and encircled it completely by a broad ring of prismatic colours. It was accompanied by light cumulus clouds, and a fine breeze with a very little haze. The sailors call this a cock's-eye, and say that wind always follows it; which agrees with what I have since experienced on the Atlantic.

Here again the wind veered to its old quarter, and we saw Betsiamits Point very clear. It is a long, low, wooded land, in front of which is an extensive bank of clear sand, and few rocks visible.

The mirage now began to play us some new tricks ; for whilst the perihelion lasted, which it did for some time, we saw the top of Mount Camille high in the air, and a low line of fog creeping on the sea, which distorted a ship and brig most singularly. The ship seemed swelled in all her dimensions, and the brig, which was nearer in shore, and both astern of us, was drawn up like a pillar of white light.

I have given the different appearances of the mirage, under the various circumstances of no fog, with defined fog, and with the fog merely visible on the horizon, as related here and in former pages.*

Cold calms and thick fog prevailing, and the north shore being close to us, we came to an anchor at eight in the evening, near Jeremie Islands. We saw for a short time

* On this interesting subject I refer the reader to Dr. Kelly's valuable papers, since published in the Quebec Transactions, on the Temperature and Mirages of the St. Lawrence.

the fur-hunting establishment, with a house and store, on which a flag was hoisted at Jeremie, which is one of the king's posts, and we heard a heavy fall of water. Several seals came about the ship in the evening.

A strong tide runs here, of not less than one and a half or two miles an hour. There is a sandy beach, but the water shoals suddenly from no bottom with forty fathoms, to a bottom at sixteen, and gradually to fourteen, twelve, ten and nine, within a very short space. The bottom is hard blue clay. Jeremie is not a very good roadstead, or much to be depended upon by large craft.

The moon was mild, and the weather warmer, but such was the increasing coldness of the water, that the lead, when let down to forty fathoms, was so chilled as to be scarcely bearable in touching with the hand after it came on board.

We had a fierce storm of thunder, lightning and rain, during the night; but fortunately unaccompanied by heavy winds,

though the ship strained much at her anchor, and we therefore got under weigh on Sunday morning, the 14th of August. Thermometer in cabin 58°; thick fog. We stood S. W. off the land with the tide, and here the compass was so sluggish that they had to touch it several times.

Jeremie Islands roadstead is remarkable for a large patch of white rocks discernible at a very great distance, amid the almost unvarying green of the shores.

All this coast has a bent of sand running off for some way into the sea, and suddenly dropping into deep water. Cod-fish are seldom caught here, or much farther up than Cape Chat or Point-des-Monts.

We heard the Indians of the post firing away very hard; probably in hopes the governor would land.

We tried for a little time to make way, but the wind entirely failing, and the tide setting us down the gulph, we came to an anchor again in half an hour, abreast, as we

supposed, of a waterfall, which we heard very plainly through the thick fog.

His Excellency, being desirous to see the post, determined on landing; after every due precaution had been taken as to compasses, signals, bells, &c. We soon lost sight of the ship, and after pulling about three miles towards the noise of the falls, saw a rocky shore, on which the surf was beating, and which, as it afterwards turned out, made the roaring we had mistaken for that of a cataract. We therefore pulled along shore, until we arrived at what appeared to be an island, but which proved to be a cove, where we landed on a small sandy beach. The deception created by the fog surprised us all.

In this place nothing was to be seen but granitic aggregates, overlaid in one part by dark trap rocks, which seemed to pass into them, and near the junction there flowed a vein or sheet of mica. This aggregate was gneissoid, and from the wash of the ocean

for ages was worn quite smooth, exhibiting beautifully waving lines, curved about in every direction, with a large proportion of feldspar in it. The slightest touch of the hammer made a white mark on the trap green-stone. The gneissoid rock was coloured highly on the surface by iron, and full of veins of quartz and feldspar, with injections of trap. It is a very curious coincidence, that a similar rock exists all the way, at intervals, from Newfoundland to Huron and Superior: and, I believe, that the extremes of the formation exist respectively at those places.

We observed several seals, and passing about two miles to the eastward, through a series of undulations, cut, as it were, by the sea in the rocks, and thus forming narrow coves, strewed with small boulders, we came at length to a large opening, shut in on all sides, but towards the sea, by high and shelving walls of rock. Here there were such quantities of flat-fish skimming about on

the bottom, that the sailors speared three dozen and a half with the boat-hook and awning-rods.

We examined the rocks and plants a long way east of this place, and found the shore a continuous line of granitic aggregate, backed by thick, impenetrable forest, at the edge of which a heavy growth of berry-bearing plants presented themselves; and on the fine sands, which overlaid the rocks here and there, thick coarse grasses were interwoven with vetches in seed, of which enough was soon gathered for the cow.

The rocks here were very feldspathose, and full of veins of quartz and feldspar, with nests of the black oxide of iron thinly spread amongst the feldspar, with here and there masses of decomposing iron pyrites. The same appearances exist at Kingston, on Lake Ontario, on the promontory east of Hamilton Cove. Large ravines also were passed by here, and were filled with granitic boulders, different from the rocks *in situ*.

This is a wild, inhospitable country, affording small inducement for settlement, and a most dangerous coast for vessels. We saw part of a ship's planking and painted work, amongst large timber and uprooted trees, thrown up very high on the rocks, nearly thirty feet above low-water mark; which shows the force of the gulph storms, and off Betsiamit's Point we had also seen the wreck of a very large vessel, with part of the forecastle standing on the shoal; which likewise serves to point out the nature of this shore in violent easterly gales.

Part of this rock had apparently a washed and worn mass of greywache, of fine grain, interlaced with it; but the whole is so torn and disrupted by the ocean, that it is difficult to trace any connexion.

Whilst we were fishing here, a seal came and looked very earnestly at us, as if he thought we had no right to intrude upon his solitary domain. Several brown ducks were noticed.

The weather was very warm on shore,

and the mosquitoes and sand-flies very troublesome. High up among the rocks, numerous echini were thrown by the sea, and the sandy beaches were covered in ridges by small muscles. We took a luncheon, in a heavy shower, under an awning formed of the fore-lug sail; the back of this sea-tent being formed by a huge wall of granite, and the oars making the roof. The scene was wild indeed. The mass of rock which helped to make our house had a complete drapery of sea-weed, like a shaggy coat. The rock itself towered above us, and close at hand were the endless, gloomy, impenetrable woods. The print of a bear's foot was on the sand, where he had been searching for fresh water amongst the little yellow pools, which afforded it but scantily; and altogether a more Robinson Crusoe resting-place could scarcely be found.

A sudden brightening of the sky showed us the brig, four or five miles in the offing, and we hastened on board, perceiving on

our transit that the king's post was much farther to the eastward than we had imagined, and that we had got much farther from the vessel than could have been expected.

Our friends the mosquitoes stuck to us in the boat for about two miles, but as we got to seaward the weather became too cold for them, and they disappeared, to our great relief.

The captain, not liking his berth, made sail, as the weather was clearing. We at this time saw the vapour over a cataract, several miles to the westward. It seemed very large.

We had now a smooth sea and a north-west wind, and made seven and a half knots an hour. The night was fine; the moon, in her first quarter, of course soon went down, but Venus became very brilliant, and cast a long broad line of dancing light along the ocean towards us. We saw the high land above Bic Island before night set in.

Our voyage is now drawing to a close; but as few travellers have so good an oppor-

tunity of voyaging in the gulph, and as its navigation is a subject of increasing interest, I shall, at the risk of being thought tedious, continue my journal, until we are landed once more at Quebec.

CHAPTER XIV.

VOYAGE UP THE RIVER TO QUEBEC.

Basque Isle—Apple Island—A Scene for Callcott—Green Island—Indian Encampment—Rapid Current—Splendid Scene—The Mysteries of Creation—Human Appearance of the Seal—Immense Slaughter of it on these Shores—The Spirit of Commerce—Disadvantages of the Chain Cable—Captain Baddely's Survey of the Saguenay Country—The French Settlements—The Great Pilgrim—Romantic View—Departure of the Governor-General—Kamouraska, the Margate of Quebec—Whale Gambols—Approach to Quebec—The Mirage again—Sylvan Scene—Old Associations—Conclusion.

On Monday, the 15th of August, at two A.M., with a perfectly smooth sea, we were running ten knots abreast of Basque Isle; at eight we passed Apple Island, and both shores were now clearly visible, the fine high white cliffs of the mouth of the Saguenay

being very prominent. Many white porpoises were sporting in the sunshine; the weather mild; thermometer in the cabin 58°. At eleven we passed Green Island, against a strong current.

Here we noticed an admirable sketch for a marine painter:—Our brig running nearly before the wind; three large barques getting under weigh; two in full sail astern of us, so close that we could distinguish every thing on deck; the Bencoolen, a huge old Indiaman, bowling along far astern. Abreast of us was the light-house on Green Island; and to render the scene more interesting, Indians were paddling swiftly in their frail bark canoes across a mighty river, thirty miles broad, to the majestic Saguenay, whose mouth we distinctly saw, guarded by enormous cliffs. A very large seal, as if to enjoy the scene, came up alongside several times, stood upright, and at last came up between the two ships astern, not a stone's throw from either.

Green Island is a very pretty spot, as its name implies; but the light-house does not bear comparison with those at Anticosti and Point-des-Monts. There are very dangerous reefs off this island; and opposite to it, towards the Saguenay, are the rocks and low sandy isle called Red Island, on which Captain Bayfield had, with great care, erected a lofty beacon forty feet in height, with spars which his boats had brought from the Saguenay. Some mischievous person destroyed this warning to mariners; but it is to be hoped a more permanent one will be soon erected, as the islands themselves are so low as to be scarcely observable in bad weather, they are surrounded by rocks, and yet ships coming up must very frequently keep close to them. A buoy should be placed on the extremity of Red Isle.

Green Island is about nine miles long, covered by woods on the north side. Here, on a small cleared space, we saw a large

encampment of Indians, who hunt the seal at Red Island. They were breaking up their wigwams, and moving across to the Main.

The current runs at a great rate here, and causes much agitation of the water. This proceeds from the great volume of it poured out of the Saguenay country, which meets that of the St. Lawrence, both being in full career, and is very difficult to stem without a strong breeze. We tried in vain to do so, the wind having died away as we approached it; and, after several hours contention, the current so mastered us, that the fear of the rocks off Lighthouse-Point obliged us to anchor in twenty-five fathoms. The anchor was for some time dragged, as the chain cable did not run out freely, which is one of the drawbacks attendant on them; at last, however, it grounded, and we were brought up a mile and a half west of the lighthouse, and about a mile from the shore.

We saw a white porpoise whilst lying at anchor. It is unusual for these fish to

come so low down the river; they keep chiefly about Mal Bay, and are scarcely known any where else than in that region of the river.

The vessel strained a good deal at her anchor, and on trying the current, I found it ran four knots. We tried once more to proceed when the tide turned; but after towing the ship a short distance, this rapid current forced us again to come to, in twenty-five fathoms east of the lighthouse.

This evening we witnessed a splendid scene. The enormous mountains of the Saguenay, clothed in purple light by the descending sun; a sea undisturbed by a ripple, excepting one long dark line, which ran parallel with the north shore, and left a white line of waters edging its frowning precipitous banks, nearly thirty miles off. The sun itself touched the top of a mountain far inland and at an immense distance, and poured forth a glorious flood of red and golden light, which fired the sky, and

glowed over the subjacent sea. Its rays, just before it dipped behind the mountain-screen, concentrated on the ocean below the dark mountains into a sharpened cone, or well-defined lenticular reflection; and after it sank, the sea below and the sky above, with the summits of the mountains, were covered with one mass of crimsoned glory.

This, with the wildness of the Saguenay's mouth; the splendour of the moon entering her second quarter, and reflecting her rays strongly on the white pillar of the lighthouse; four ships in the offing, with their sails still spread, and anchored as it were in the air;—for the line of separation between water and sky was scarcely visible, so unruffled was the ocean; and with the dark dense forest we were so close to;—afforded a grand spectacle, and brought forcibly to mind the nothingness of human nature, when put in comparison with the sublimity of creation in its greater operations.

Such scenes as this call the contemplative mind away from the vanities and desires of mortal existence, and excited only one feeling —reverence to the Author of creation mingled with a wish to know whether we shall ever be permitted to develope its mysteries. The worlds of stars; the mysterious sun; the unknown moon; the regions of air; the depths of ocean; the earth beneath us, and the sky above—what are they? Man answers—I know not, nor can I know in my present condition. I am thankful to be permitted to observe and to inquire, and I hope I shall be in a condition to understand hereafter.

The lighthouse on Green Island, is situated on a low rocky projection near the north-western end of the isle, to show the danger of the reef off it, which is partly covered at low water. It is a rude stone edifice of some forty years' standing, but the light is good, and is a continued one. Close to it is a little wooden house, with a patch of

cleared land; and altogether, the keeper appears very comfortably settled; nor is he debarred from communion with society, as Green Island is peopled by farmers and pilots.

Many large seals came up and looked at us very attentively this evening. Their appearance at a distance, in calm weather, is very human; and when nearer, their face is so dog-like, that I confess I saw them shot at with extreme repugnance. It would require a winter's sealing in Newfoundland to inure me to the slaughter of this innocent animal. There they kill half a million annually, and think nothing about it. Commerce and habit will reconcile people to any thing; and I really think, if a man's skin would make a profitable return, the human species would rapidly diminish.

On Tuesday, the 16th of August, we got under weigh at daylight. The chain-cable perplexed us a little again, and slipped two or three times. Its weight is one of the great

objections to it,—being a serious disadvantage with a weak crew, in deep anchorages.

But little wind arising, we tided it past Green Island at last, during a slackness of the current, and moved slowly by Cacona Isle, Rivière-du-Loup, and expending the tide, again passed near the Brandy Pots and Hare Island, and anchored in six fathom, two miles north of the Great Pilgrim, with a current of at least four knots against us.

The land in the interior of the Saguenay country was well seen here, and seemed to be a mass of rocks thinly covered by forest, and of immense elevation. Captain Baddely, of the Royal Engineers, has explored this country, and given a most interesting account of it, in the Quebec Transactions.

We saw several white porpoises as we passed the Brandy Pots, whose high rocks, covered by dark green foliage, appeared more picturesque than ever. The south shore is highly cultivated all along, as far as the eye

can reach, in one continued range of farms, the divisions of which, by the feudal laws of French Canada, into narrow slips running far back from the shore, could be distinctly seen, and they form a curious feature of the scenery, all the way to Montreal, wherever the French are settled.

The Great Pilgrim is a lofty mass of wooded rocks. This is the Easterly Isle; the other Pilgrim Islands, three in number, are small and nearly bare. It is lined at its base with huge disruptured masses, and the line of tide, about ten feet high, is very distinctly marked. The Western Pilgrim is white, owing to lichens, as at the Brandy Pots.

The view, at sunset, of these rugged rocks, shewing between them the church and settlement of St. Andrew's, in a romantic country, mingling hill, dale, wood, rocks and cultivation, with the Canadian whitened houses, was very rich and beautiful. No-

thing disturbed the serenity of this scene, but the screaming of the sea-birds on their rocky nests.

We then tided it again, having gone as near the Great Pilgrim as three fathoms and a half, and the channel is very narrow, there being a bank towards the north. This shows what a knowledge of the river can achieve, for we drew eleven feet, and the captain's experience had distanced all our piloted companions of yesterday, leaving them far astern.

The barometer indicated fine weather, and the thermometer rose to 66°. The fresh smell of the new-made hay came off the land as we navigated a waveless sea; but the current proved too strong for us, and we again anchored abreast of the Western Pilgrim, in ten fathoms.

On Wednesday, the 17th, we got under weigh again, but not being able to make much progress, his Excellency the governor-general, accompanied by his secretary,

Colonel Glegg, left us at ten o'clock in the barge, for Kamouraska, intending to travel the ninety miles thence to Quebec by land, his presence there being much required.

Here we had a view of Mal Bay settlement, which runs far into the interior, amid ranges of lofty mountains. Kamouraska was also very visible, presenting several rocky islands. In its front was a flat land, covered with white houses, and singularly marked by rocky islet-looking masses, rising out of the surface of the table-land. One of these is almost a mountain, behind which is another range of flats, the whole evidently bearing marks of comparatively recent waters having covered this portion of the continent.

Kamouraska is somewhat difficult of approach by sea, owing to a long flat spit which runs out from the islets, and is best approached at half-flood. It is the Margate of Quebec, and has a very good road to that capital.

Our attention was taken up for half an hour by the fantastic gambols of a huge whale, which rose out of the water nearly upright, and lashed the sea with his monstrous tail with great fury. Two of these creatures were gambolling in shore towards Mal Bay, amid a numerous shoal of white porpoises, which were dancing about, and tumbling over in the sunshine. The whale's motions were very curious, and at first it was thought to be pursued by the fish called the thrasher, or water-lasher, from the violent blows he gave the water; but it was more probably mere play. I have seen these monstrous creatures in various latitudes, but I never before saw one rise so uprightly out of the sea. We saw several during this day whilst we remained at anchor, which we did until eight, P. M. After vainly striving for some time against the current, we were forced to come to once more, abreast of Kamouraska Islands. Fifteen sail of large vessels shared our toil.

On Thursday, the 18th of August, we again

tried, with a fresh breeze, and now flew along merrily till we reached the Traverse, where we were notwithstanding forced to anchor for a few hours, until a north-wester carried us through. We were saluted by the light-vessel in passing, as we carried the Treasury flag, a union in the upper corner, with a golden crown on the field.

Here we had an opportunity of closely observing the white porpoises. They lose their beauty on a near view, looking like large new-flayed and scalded pigs.

The land upon the north shore, from Cape Eagle to Goose Cape, and St. Paul's Bay, is singularly mountainous, rising into high rounded peaks, and is, perhaps, the most elevated land that is cultivated in Canada, as corn was ripening nearly up to the top of the lofty range, and the country was thickly settled. A new church is visible at a very high station, and the farms seem in high order, producing much corn and pasturage.

We passed Isle-aux-Coudres, a low, well-

settled island, and the effect of the white-washed Canadian houses, embosomed in corn-fields and grass-land, interspersed with woods, based along the shore by rocks and trees, with the rocky peaks of the interior, and a very remarkable white dome, was highly pleasing.

The thermometer in the cabin was at 68° this morning. At twelve the wind changed from north-westerly to south-easterly, and we passed Cape Agnes, where there was a pretty village, with a large church, ornamented with two towers, and tin spires. Many outward-bound ships were lying at anchor, waiting for a wind.

On the 19th of August, at three, A. M. we once more anchored at Isle Madame, our first anchorage on going out, near the western extremity of the Isle of Orleans, and about thirty miles from Quebec. The country here is very beautiful, and must strike a stranger forcibly in coming from sea. It is thickly studded with villages, and the ripening grain gave it a warm tint. The white

houses on the south shore looked like one vast encampment. The mirage at the edge of the shore of the Isle of Orleans, was as remarkable as in the Bay of Chaleurs; but the north shore was not affected by it, although a dense haze obscured the mountains beyond Cape Tourment. The wind was S. W., ebb tide, and barometer 68°.

We got under weigh at noon with a W. S. W. strong breeze, and passed a continuous range of white houses, churches, farms, villages, crosses, and belts of wood and ripening corn, till within nine or ten miles of Quebec.

At half-past four we heard firing from the citadel, and came in sight of the telegraph, on the Isle of Orleans, and hoisted our private signal; but the breeze leaving us at the change of tide, we anchored at Patrick's Hole, at six, P. M., and as we could not do better, landed after dinner at Teulon's house, where there had been formerly an extensive ship-building establishment.

Here we wandered about, and saw a most

delightful spot, where pic-nic parties from Quebec enjoy themselves. It is a high glen surrounded by steep walls of rock, which are covered in most places by a rich growth of trees, of the silver birch, beech, &c., and has some decayed houses most picturesquely placed near the banks of a creek, which runs through it, and over which, as it brawls along to the river, there is a bridge of a single piece of huge squared timber.

A tree of the oak kind, standing in a green spot by itself, near the beach, is the usual place of rendezvous, and whichever way you look from it, the view is equally rich and beautiful. I was young and idle enough to carve some letters on its rugged trunk; for I had not seen, during the whole voyage, a place which pleased me more; probably from the contrast afforded by the quiet and rich sylvan scenery, now before me, with the rough and more majestic views which the gulph had afforded.

In a wood, high up over our heads, were

an immense family of crows, whose cawing put all in mind of a rookery, and in a moment withdrew our thoughts to our own venerable and beloved country; for with this accustomed noise, and with the St. Lawrence, and the shipping before us, the transition was easy, particularly as no gloomy firs broke the rich round lines of the autumnal foliage.

We reached Quebec the next day, and thus terminated a voyage of five weeks' duration.

APPENDIX

TO

VOLUME II.

The following Papers, just presented to Parliament by Her Majesty's order, containing the latest information upon the subject of Emigration to Canada, are herewith given for the guidance of all persons about to proceed as emigrants to that country :—

EMIGRANTS ARRIVED AT THE PORT OF QUEBEC.

DESPATCH FROM THE RIGHT HON. LORD SYDENHAM TO LORD J. RUSSELL.

Government-house, Kingston,
June 9, 1841.

My Lord,—I have the honour to transmit to your Lordship herewith the return made to me by Mr. Buchanan, of emigrants arrived at the port of Quebec up to the 22nd ult.

. . . . . .

You will observe that Mr. Buchanan alludes to the difficulty of persuading emigrants to accept work at Quebec or Montreal; and I have received similar reports from the emigration agent at the latter port. This arises, no doubt, from extravagant expectations held out to them in regard to Upper Canada, and the wages there to be obtained; but it is productive of very serious inconvenience. Unskilled labour is, at the present mo-

ment, in comparatively small demand in this part of the province, although mechanics and farm servants, &c., can obtain good wages. Accordingly the emigrants, on arriving here, find that they have exhausted all their means in procuring their conveyance to a place where their labour is not wanted, and where they are only likely to become a burden on the public; while at Quebec and Montreal the only work for which they are fit, that, namely, on the roads, would have afforded them an ample subsistence until the harvest should have provided work for them in the upper part of the Province.

It is impossible altogether to correct this evil, but something might be done by cautioning the emigrants, through the agents at the outports in England, not to refuse work at reasonable wages when offered to them on their first landing in Canada, or to suppose that mere labour is so much in demand as to insure them extravagant wages. I would suggest to your Lordship whether it might not be advisable to direct a general promulgation of such a caution among those who come out here in the character of mere labourers.

I have, &c.,

SYDENHAM.

The Right Hon. Lord John Russell, &c.

The following are the results of returns regarding the arrivals of emigrants:—

Arrivals at the port of Quebec between May 6 and June 26, 1841	16,071
To the same period last year	14,566
Increase in favour of 1841	1,505

A. C. BUCHANAN, Chief Agent.

Emigrant Department, Quebec,
June 28, 1841.

From Mr. Buchanan's Notes to the Returns.

Note to the First Return.

The number of emigrants arrived have been unusually large; in fact, 8600 of them have landed during four days, all in good health and circumstances. Their destination, with but few exceptions, is to the western section of the Province, where a large number of them have relations and friends already settled. I am happy to state that there has not been a single well-founded complaint from any of them. They have all landed with a large surplus stock of provisions, which is owing to the favourable passages they have had, the average of which has been 38 days. The Marchioness of Abercorn, with 508 passengers, landed her passengers on the 26th day from Londonderry. Among these emigrants are 4060 who have been assisted by their landlords; 190 by the Prince George; 15 embarked at London, sent out by the Poor Law Commissioners; 116 embarked at Gravesend, were sent out by Lord Portman from his estates in Dorset and Kent; and 59 from the House of Industry, Isle of Wight, and from the parishes of Salethurst and Readcourt. These people were all amply provided for, and received, on leaving the ship, two days' rations, and a free passage to Montreal, with 20*s.* sterling each adult to assist them up the country. A few of the young men went to their friends they had near Albany, state of New York; the remainder up the country for employment. In the Sarah Botsford were 180 persons connected with the Carlton Emigration Society. The greater part of these people are hand-loom weavers; they have been assisted to emigrate from the liberality of private individuals and public bodies. These people

arrived in excellent health, and proceeded direct in the vessel to Montreal, and were well provided for during the voyage. In the Hampton were seven families, 45 persons, who were assisted to emigrate by Lord Charlemont from his estates in Armagh; they were well provided for, and proceeded direct on their route to the midland district. In the James Cook, from Limerick, were 48 persons, assisted by Colonel Wyndham; they had sufficient means to carry them up the country, where they had friends in the Newcastle district, and had a large surplus stock of provisions on landing. This vessel made the quickest passage this season, being only 20 days on the voyage. The English emigrants from Padstow and Hull are a healthy body of settlers, nearly all going to settle in the Home and Newcastle districts; a few families have relations in Ohio and Pennsylvania, whom they are going to join. On the whole, I consider that but a small proportion of the emigrants this season are going to the States: from what I can learn from them here, much fewer of the Irish, with the exception of those who have friends already settled there, than in former years. If those depending on immediate labour for their support could be induced to listen to what is most for their advantage, they would accept of employment here or in Montreal. We have plenty of employment here, and I have arranged that all who want it will be employed on the roads; yet it is with difficulty I can induce them to remain; if they have sufficient to pay their passage in the steamer they will go on. Wages here on the Government works is 3*s*. 1½*d*. per day, and on the roads it is job-work, by which they can earn 3*s*. or 3*s*. 6*d*. On board the vessels they get from 4*s*. to 5*s*.; any good men get as high as 6*s*.; but this will only continue for a

short time, during the hurry occasioned by the arrival of so large a spring fleet. I have obtained employment for upwards of 500 persons this season; and, as near as I can judge, about double that number are at present employed here. Mr. Hawke writes me from Kingston, that all those who have arrived there this season seeking employment stated that they were offered employment both here and at Montreal, but refused to work, as they expected higher wages at Kingston and Toronto. Very many ridicule the idea of working here at 3*s.* per day; the consequence is, on their arrival at Kingston, or Toronto, they are disappointed.

NOTE TO ANOTHER RETURN.

The emigrants arrived during the last week are chiefly Irish, and all in good health; a large portion are going up the country to join their friends. I regret to have to report a gross infringement of the second clause of the Imperial Passenger Act, in the case of the ship ——, Captain ——, from ——; this vessel had upwards of 60 full passengers over her complement, and out of the 399 persons on board, there were only 322 names on her passenger list. The master was fined by the collector 20*l.* sterling, which was the highest penalty under the Act. In the space occupied by the passengers there was only six feet five inches superficies, whereas by the Act there should be ten feet. These people, notwithstanding their crowded state, landed in good health; the only death during the voyage was a child of two years and a half. The master appears to be quite ignorant of the regulations respecting the carrying of passengers, and had not a copy of the Passenger Act on board. This vessel is owned by —— ——. The demand for labourers still continues; but, all I can do or

say to those seeking employment, they will not remain here if they have means to proceed further up. A party I directed over to New Liverpool for employment were, on arrival there, offered 4*s*. per day, and refused it, and afterwards applied to be sent up free.

REPORT OF COMMISSIONERS FOR COLONIAL LANDS AND EMIGRATION.

DESPATCH FROM LORD JOHN RUSSELL TO THE RIGHT HON. LORD SYDENHAM.

Downing-street, July 19, 1841.

My Lord,—I have received your Lordship's despatch of the 9th of June. . . . . .

Having communicated your despatch to the Commissioners for Colonial Lands and Emigration, I enclose herewith the copy of a report which I have received from them. That report will explain to your Lordship the nature of the measures about to be adopted for giving effect to your suggestion that emigrants should, at the British outports, be cautioned not to refuse employment in the neighbourhood of Quebec or Montreal, when offered to them on reasonable terms.

I have, &c.

J. Russell.

The Right Hon. Lord Sydenham, &c.

REPORT.

Colonial Land and Emigration-office,
9, Park-street, July, 1841.

Sir,—We have the honour to acknowledge to receipt of your letter of the 7th instant, transmitting to us a despatch from the Governor-General of Canada, which enclosed returns from the emigrant agent and the Superintendent of Quarantine at Quebec.

We have derived much satisfaction from the examination of these returns. It appears that in the course of the 17 days in the month of May to which they refer no fewer than 8,726 emigrants had arrived at Quebec, and only 37 cases of sickness had been sent to the hospital. They are reported all to have landed with a large surplus stock of provisions, owing to the quick passages which the vessels had made, and were, moreover, for the most part, not otherwise destitute of means for their support.

The emigrant agent further states, that a much smaller proportion of the emigrants were proceeding to the United States than in former years.

The only evil which had arisen connected with the immigration of this season, and to which Lord John Russell directs that our attention might be called, arose from the unwillingness of the lower class of labourers to accept work at Quebec and Montreal, from the hope of obtaining higher wages in the more distant parts of the country. With a view of remedying this evil, we shall endeavour to give publicity to Lord Sydenham's report of the delusive nature of the hope thus entertained. We shall accordingly communicate to the Government emigration agents at the ports from which vessels sail to America the substance of Lord Sydenham's observations, and shall further include it in the information which we propose shortly to give to the public, founded upon the returns which have been received from the North American colonies in reply to our general inquiries.

We have, &c.

Frederick Elliot.

Edward E. Villiers.

James Stephen, Esq. &c.

DESPATCH FROM THE RIGHT HON. LORD SYDENHAM TO LORD JOHN RUSSELL.

Government-house, Kingston,
July 13, 1841.

My Lord,—I have the honour to transmit to your Lordship herewith the returns made to me by the emigrant agent at Quebec, &c.

To the report I would beg to call your Lordship's especial attention, as it affords the most conclusive answer to statements which have been circulated for mischeivous purposes through the public press, and which may, perhaps, have been repeated in England, that emigrants were leaving this Province in great numbers for the United States, and that great distress prevailed among those who remained here. Your Lordship will perceive that these statements are not only not consistent with truth, but are the very reverse of it.

I have, &c.

SYDENHAM.

The Right Hon. Lord John Russell, &c.

(ENCLOSURE.)

Emigrant-office, Kingston,
July 12, 1841.

Sir,—I have the honour to state, for the information of the Governor-General, that I have received returns from the emigrant stations at Bytown, Toronto, and Hamilton, up to the 30th ult.

I am happy to state that all these returns represent the state of the immigrant population as being, with very trifling exceptions, healthy and prosperous. Labour is scarce; but it appears that all who consent to work for

low wages are getting employment and settling in the Province.

The total number of emigrants to this section of the Province, according to my returns, is as follows:—

Emigrants *via* the Rideau Canal . .	5,660
Ditto St. Lawrence	2,750
	8,410

It has been currently reported that numerous emigrants who left the United Kingdom with the intention of settling in Canada have abandoned the Province and gone to the neighbouring States. I find on inquiry that this is not true. Labour is as scarce, and money scarcer, on the American side of the line than on ours. Many emigrants who have gone to the States have returned, and very many others have accompanied them. In fact, the balance so far this season has been in our favour, &c.

A. B. Hawke,
Chief Emigrant Agent Western Division.

H. C. Murdoch, Esq., Chief Secretary, &c.

Custom-house Wharf, Kingston,
July 12, 1841.

Dear Sir,—Having heard it reported that a great many emigrants were crossing to the United States this season after their arrival in this place, I beg to inform you for your information, as chief emigrant agent, that a very small number of these individuals have left this for the other side by the American steamboats, all of which depart from my wharf daily; but, on the contrary, a very great number of settlers and adventurers have arrived here this season from the United States by the abovenamed conveyances.

J. H. Greer.

Steamer Commodore Barrie, Kingston,
July 12.

Dear Sir,—Having been informed that a rumour has got abroad that numbers of emigrants having obtained tickets from you for a free passage to Toronto, and having embarked on board this boat thence have landed at Oswego, I beg to state that that is not the case. A few went across with me who paid their own passages, but I do not believe there has been a single instance of fraud of that kind. I repeat, a few have landed there who have paid their way; and an equal number, or nearly so, have returned with us thence; and, from my knowledge of the travel by other boats, I would say that double the number come to Canada from the United States that go there hence.

R. Patterson.

THE END.

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